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AGENTS,
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HIGH LIFE IN HONG KONG.

THE MORNING AFTER THE NIGHT BEFORE.

SEEING SNAKES—AND EATING THEM:

WHERE WEARY HUSBANDS GET NEW "PEP."

[By HERBERT FIELD.]

There are many people who decry "The cocktail habit" in the Far East. As a general rule, these people have seldom been beyond Suez, Seattle, or Vancouver. Had they done so, it is probable that they would realise that, in Hong Kong, for instance, there are times when the only thing which appeals more than a nice cocktail is — two cocktails!

And, should the tired European who is over-harassed by business worries and disgruntled by climatic conditions imbibe not wisely but too well, he is frequently hard put to it to discover an efficient pick-me-up the next morning. But not so the Chinese.

The Snake Doctor.

Actual intoxication among the Chinese is exceedingly rare. Even during Chinese New Year and similar festivals, despite frequent "yum sings," Mr. Tong Yan usually contrives to keep a very clear head, notwithstanding the quantity of *rum* that he may consume. Europeans who attend Chinese dinners often marvel at this, for they themselves find that Chinese wines are the reverse of innocuous, and have a most devastating effect upon the equilibrium if one is unaccustomed to them.

Nevertheless, there are times when our worthy Tong Yan gets that "morning-after-the-night-before" feeling. He may call *gensing* to his aid, although there are other remedies and pick-me-ups which are regarded by the Chinese as being more infallible and of almost universal application.

Quite recently, a Chinese friend took me to meet a "snake doctor." He occupied a little flat at the top of a block of Chinese dwellings near Shanghai Street, in Yau-mat. I found the "snake doctor" to be a very pleasant little old gentleman, able to converse in fluent English or French upon almost any subject under the sun, well-versed in the Western classics and, in his neat, tidy room, calling to mind the pictures one sees from time to time of dignified old Mandarins, an impression which was heightened by his *cheong sam* of vivid yellow, decorated with peacock-blue dragons. He explained that he treated a variety of ailments among the Chinese with the assistance of snakes.

In the "Surgery."

An outer room constituted the "surgery." It was likely to be a busy morning, he said, and, if I

care, I could remain and watch him treat a number of his "patients." I stayed.

The first "patient" was a Chinese gentleman, apparently of some means, who complained that his wife and concubines had reduced him to a state of nervous prostration by reason of their incessant demands upon his purse and patience.

The "doctor" tested his "patient" by means of knee-tapping and other methods not unlike those adopted by Western practitioners. Satisfied with his diagnosis, he gave the "patient" a powder which was washed down with a mouthful or two of warm water. This little performance cost the "patient" \$5. The "doctor" explained to me that the powder consisted of the third section from the tail-end of the vertebrae of a young python. This part of the snake's backbone was considered to be an extraordinarily efficient nerve-stimulant.

Great Snakes!

The next patient confessed to suffering from the after-effects of too much *yum sing*. In this instance, the "doctor" did not attempt a diagnosis, but signalled a coolie to bring him a large basket which was standing in a corner of the room.

Carefully lifting the lid of the basket, the "doctor" made a sudden grab and held aloft a black snake, about four feet long, which writhed and hissed alarmingly. Holding the snake just below the head firmly in his left hand with his foot on its tail and stretching its length across his knee in such a manner that the reptile was powerless to move, he felt carefully under the snake's middle.

"I am feeling for its gall," he explained. "For some unaccountable reason, no two reptiles have the gall in the same position."

Picking up a sharp knife, he made a quick incision in the snake's body, inserted a finger and hooked out the gall, which he handed to the "patient" who quickly swallowed it and then left the "surgery."

While the "operation" was being performed, the tauntly stretched snake hissed repeatedly, its forked tongue shooting rapidly in and out of its mouth. The "doctor's" task looked a comparatively simple one until he explained that the snake was venomous, and its venom-glands had not been extracted.

A Dangerous "Profession."

"It is a good thing for the venom-glands to remain," said the "doctor," "because the gall is then in perfect condition. When a snake's venom is exhausted or extracted, the gall is seldom of any use for medicinal purposes. It acts as a tonic to the brain and liver, although the galls from different species have different effects."

"The gall of a cobra, for instance, is useful for curing opium addicts. Smoked in moderation, opium is not very harmful, in my opinion. When indulged in to excess, however, opium-smoking becomes a curse. I cure nearly a hundred addicts every year."

The "doctor" admitted that handling the snakes in the first instance was a dangerous practice, but explained that the snakes were made lethargic and more or less stupefied by excessive feeding before they were used in the surgery. Thus it was comparatively easy for an expert to grasp them firmly by the neck before the reptiles could strike at his hand.

Several varieties of snakes were used, the majority of them having been caught in the New Territories by catchers in the "doctor's" employ. Bamboo snakes, small pythons, black cobras and "whip" snakes were "operated" upon to supply the needs of "patients," the "doctor" all the time keeping up a running fire of commentary and explanation.

He told me that, when the gall was removed, a snake would live for about three weeks, during which time its venom would be removed for making certain internal medicines. "When it was dead, it was dissected, the flesh being used for edible or medical requirements, the bones being ground to make powders. Nothing was wasted."

"People are apt to scoff at the ancient Chinese pharmacopoeia," he concluded, "but it contains one certain cure for typhoid, namely, the killing and plucking of a chicken and then rubbing the body of an infected person with its bleeding flesh. Many Europeans have been cured in Hong Kong in this manner in half the time taken by Western medical practices."

When the "surgery" was closed, we adjourned to the "doctor's" private apartments to take Chinese "chow."

But, somehow, I lacked appetite!

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Diary of Coming Events.

To-day.

(September 24.)

Hong Kong Stock Exchange
Settlement Day.
Queen's Theatre: "Road House."
Star Theatre: "Slaves of
Beauty." 9.15, Forbes Russell
Comedy Co.: "Her Cardboard
Lover."
World Theatre: "The Grandma's
Boy" and "Adventurer" (two
features).
Dinner Dances: H.K. Hotel,
Peninsula, and Repulse Bay Hotels,
8.30 p.m.
Billiards: Royal Engineers v.
Buffalo Club, Craigengower v.
Royal Artillery, Somerset v. Gar-
rison Moss, C. & P.O.'s Club v.
Police.
Water Polo: Kowloon "B" v.
Navy, V.R.C. "B" v. Chinese
"B."
Tides:—High: 1.45 p.m.; Low:
6.59 a.m. and 6.09 p.m.
European Mails:—Outward:

Europe via Marseilles (General
Metzinger), 2 p.m.; Europe via
Vancouver (Empress of France) 5
p.m.

Wednesday.

(September 25.)

Water Polo: V.R.C. "A" v.
Kowloon "A."
Queen's Theatre: "Road House."
Star Theatre: "Slaves of
Beauty."
World Theatre: "The Grandma's
Boy" and "Adventurer" (two
features).
Dinner Dances: H.K. Hotel, and
Peninsula Hotel, 8.30 p.m.
Tides:—High: 12.33 a.m. and
2.51 p.m.; Low: 8.20 a.m. and 6.30
p.m.

Thursday.

(September 26.)

Queen's Theatre: "She Goes to
War."
Star Theatre: "Girls Gone
Wild."
World Theatre: "Blue Skies."
Dinner Dances: Hong Kong
Hotel, Repulse Bay Hotel, and
Peninsula Hotel, 8.30 p.m.

Star Theatre: "Girls Gone Wild."

World Theatre: "Blue Skies."
Dinner Dances: H.K. Hotel, Pen-
insula Hotel and Repulse Bay
Hotel, 8.30 p.m.
Tides:—High: 1.36 a.m.; Low:
10.09 a.m.
European Mails:—Inward:
via Suez (Kalyan).

Friday.

(September 27.)

St. Andrews Society annual meet-
ing, City Hall, 5.45 p.m.
Hong Kong University: Lecture,
Mr. Vaughan Fowler, "History
of Aviation in China," 8.30 p.m.
Queen's Theatre: "She Goes to
War."
Star Theatre: "Girls Gone
Wild."
World Theatre: "Blue Skies."
Dinner Dances: Hong Kong
Hotel, Repulse Bay Hotel, and
Peninsula Hotel, 8.30 p.m.

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TO AMERICA VIA HONOLULU

A physician writes in the "Medical Echo":
"After taking Sanatogen for a few weeks I can do my work without any feeling of fatigue ensuing at any time."



'Hullo! how are you?

"Great, feeling fine! Things really might be better—but life is not so bad after all."

"You have changed! The other day you told me a different story."

"Oh that! Yes! I didn't feel so well a few weeks ago. I felt pretty bad—nervous, no appetite and so on. But Sanatogen made a wonderful difference. In a few weeks' time all the old energy came back. It's a glorious thing to be thoroughly healthy, in fact, it makes you feel young again."

Sanatogen infuses into the cells of blood and nerves exactly those elements—phosphorus and albumin—from which bodily health and nerve-strength are derived. In the Medical Echo of Jan. 1926, a physician describes how he tested Sanatogen on 5 medical students:

"In a fortnight their physical and mental energy increased by an average of 23%. Some of their comments on Sanatogen were amusing, such as: 'A real fog-buster—a brain-jigger'—and 'a real grey-matter tonic.'"

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NAVAL & MILITARY NOTES.

Tried by court-martial at the R.N. Barracks, Devonport, on two charges relating to travelling expenses, Commissioned Boatswain Joseph Richard Ashfield, H.M.S. Vivid, was sentenced to be reprimanded. The charges were—

(1) Knowingly signing a route order and travelling expense sheet claiming expenses of 4s. 8d. for taxi for luggage from the Royal Naval Barracks, Devonport, to Devonport Station, on May 18, such expenses not having been incurred.

(2) Neglect to prejudice of good order and naval discipline in that he did not take proper and sufficient precaution for the safe custody of certain official documents relating to certain travelling expenses incurred by him in regard to which he had been called upon for an explanation, whereby the said documents were lost.

The funeral took place at Bedhampton, of Capt. Reginald Louis Crichton, R.N., who died at his residence, Bidbury House, Bedhampton, at the age of 54. The service was conducted by the Bishop of Portsmouth (Dr. E. Neville Lovett), assisted by the Rev. Charles Cole-Hamilton (cousin of the deceased gentleman), W. J. Sugden (rector of Bedhampton), and H. L. Leatherdale (rector of Farlington). The coffin was draped with the Union Jack, and after it had been lowered in the grave Bugler A.B. Stocker sounded "Last post" and "Reveille." The principal mourners were the widow, Mr. John Crichton (son), Miss Elizabeth Crichton (daughter), Lady Emma Crichton (stepmother), Col. the Hon. Sir George Crichton and Col. Chas. Crichton (brothers), Mrs. Farshawe (sister), Com. and Mrs. Cole-Hamilton, and the Rev. Charles Cole-Hamilton.

Com. James Bird, R.N. (retired), vice-chairman of the Royal Aero Club Schneider Committee, was married in London to Miss Claire Beckingham, well known in lawn tennis circles as one of the "Beckingham Twins." Com. Bird is a director of Messrs. Vickers Aviation, Limited, and "Supermarine Aviation Works, Limited," and was owner of the latter firm prior to its recent acquisition by Messrs. Vickers, Limited. He was responsible for the production of the Supermarine-Napier "S.S.'s," which were first and second in the Schneider Trophy race at Venice in 1927, and so recaptured the trophy for England. He also has to his credit the Supermarine-Southampton flying boats, four of which recently flew to Singapore and Australia.

The total number of recruits in the Southern Command during the week ended July 20 was 81, giving a total since October 1 of last year of 3,473. The total for all the commands was 384 for the week ended July 20 and 22,736 since October 1 of last year.

An alarming affair marked the concentration of troops for military manoeuvres near Lisburn, Belfast. A large number of men of the Inniskilling Fusiliers became affected on the march and dropped out. They were found to be suffering from ptomaine poisoning, caused, it is alleged, by canned foods. Ambulances conveyed the worst cases to hospitals in Belfast and Holywood.

The King has approved the General Service Medal, with clasp, "Southern Desert, Iraq," being granted, provided that claims are approved by the War Council, to personnel of the Royal Air Force who took part in the operations against the Akhwan in the Southern Desert, Iraq, under the orders of Air-Commodore T. C. R. Higgins, Royal Air Force, between January 8 and 22, 1929, or Wing-Commander (now Group Captain) E. R. C. Nanson, Royal Air Force, between January 22, 1929, and June 3, 1929.

The Admiralty has announced:— "I had been decided to transfer H.M. ships Barham, Malaya, Queen Elizabeth and Valiant to the Atlantic Fleet, leaving H.M.S. Warspite as fleet flagship of the Mediterranean. The transfer will take place as soon as practicable after the completion of the Mediterranean summer cruise, approximately the middle of November, 1929. The administrative changes which will result from this rearrangement of fleets will be announced in due course. H.M.S. Queen Elizabeth will probably return to the Mediterranean as fleet flagship on completion of her refit in 1930. H.M.S. Warspite then joining the Atlantic Fleet. This change is being effected in order to relieve the congestion in Malta Harbour and local recreational facilities, and also to provide more home service for the personnel."

ABANDONED CARS.

CORPORATION PUZZLED.

New York.—Abandoned automobiles induced Borough President George U. Harvey of Queens, recently to solicit the aid of Henry Ford in devising some way to

(Continued at foot of next column).

BY MAIL, WIRE, AND WIRELESS.

Belgrade.—M. Pribitchevitch, the imprisoned Croat Deputy, who has been suffering from appendicitis, was taken to Belgrade to undergo an operation.

Gibraltar.—James Cutler, a seaman, who was burnt as the result of an explosion in the British steamer Góranon at Gibraltar, died later in hospital.

Zurich.—Lady Samuel, the president of the Women's International Zionist Organisation, delivered the opening address at the fifth world congress of the organisation which is being held in Zurich.

Phaleron Bay.—Vice-Admiral Kelly, commanding the First British Battle Squadron, who arrived in Phaleron Bay on board H.M.S. Revenge paid a visit to the Greek Minister of Marine.

Athens.—Heavy storms have washed away points in the railway line between Athina and Abuhamad, in the Anglo-Egyptian Sudan, a distance of 150 miles. The damage will take some time to repair.

Ottawa.—At the beginning of June, 1929, according to estimates of the Dominion Bureau of Statistics, the population of Canada was 9,796,000, an increase of 138,000 during the year, and of approximately 1,000,000, since the last decennial census of 1921.

Athens.—Dr. Christomanos, Greek Under Secretary for Health, and General Manettas, Under Secretary for War, have resigned, the former owing to his candidature for the mayoralty of Athens, and the latter owing to disagreement with the Government on military policy.

Aden.—According to Al Mokattam the Egyptian Minister of Communications has approved of the proposed transfer of the contract for carrying Egyptian pilgrims to Mecca to and from the Hejaz from the Khedivial Line to the Egyptian Navigation Company, which is subsidiary to the Bank of Misr.

Paris.—An International Congress of Actinology under the presidency of Professor D'Arsonval, of the Institut de France, was opened at the Sorbonne. An exhibition of apparatus connected with artificial sunlight treatment was opened at the Grand Palais while the Congress was sitting.

Canberra.—Mr. Bruce, the Australian Prime Minister, in supporting Mr. T. White, the Government candidate in the Balclutha by-election, said that the workers had failed to recognize that living costs had increased with high wages and that the Arbitration Court had not been of great advantage to the workers, who are only 7 per cent. better off than in 1912.

New Guinea.—Mr. W. C. P. Harvey, the custodian of expropriated German properties in New Guinea, who was suspended some months ago on unstarred charges, and afterwards granted leave, has resigned, and is proceeding to London to engage in business. It is officially announced that his resignation is not connected with the charges.

Frankfurt.—At the Anti-Imperial Congress at Frankfurt, Mr. Gupta, representative of the National Congress of India, said that the whole Indian nation was determined to shake off the English yoke. While acting in co-operation with the revolutionary movement of other countries, India would rely on herself and continue the battle with her own forces.

Warsaw.—Cardinal Bourne, Archbishop of Westminster, has left Warsaw. The Cardinal Archbishop of Warsaw, the Papal Nuncio, and a very large crowd of clergy and laity saw his Eminence off at the station.

Vienna.—The former Cumberland Palace, Vienna, sold some time ago by the present Duke of Brunswick, has again been sold for municipal taxes for £19,000. The Palace, which stands in grounds of more than six acres opposite the former Imperial Palace of Schönbrunn, was built by the exiled King George V. of Hanover. It is encumbered to the extent of £20,000.

salvage the metal of old motors and the bodies. Frankly, the Borough President does not know what to do with the increasing number of abandoned cars, of which there were left over five thousand in his borough within the past five months.

One man in an effort to be of aid, suggested that the cars be gathered, and placed on the curb for sale when they get to 99."

If all the cars are placed end to end, what shall we do then, asks the city official, who recently wired Henry Ford asking for a nationwide plan in which the cars could be removed from the streets and be used as scrap metal. Ford was asked to help in the matter because of the large number of cars he put on the street, therefore he should bear a large part of the responsibility in the elimination, thinks Harvey.

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CL 4/29

RIVAL QUEENS.

BETTY AND HELEN.

IS MISS WILLS "FADING?"

["D.P." Special Service.]

New York.—As a result of the recent Wightman cup tennis matches, Betty Nuthall of England looms as a distinct and prominent menace to Helen Wills' continued reign as "queen of the courts."

The eighteen-year-old English girl nearly defeated Miss Wills in the crucial match of the series. Although she made more errors, which were the eventual cause of her defeat, Miss Nuthall also made more placements in each of the two sets which were won by the American girl after the hardest of struggles.

The Wightman Series.

One of the most significant results of the Wightman series is that either Helen Wills is fading and losing her old time superiority, or that after an overlong tennis season here and on the continent she is in need of a rest.

Sports writers here unanimously praised the gallant fight made by Betty Nuthall against the hard-driving Wimbledon champion, particularly after she had lost her first match of the competition to Helen Jacobs of the United States team.

One well-known critic of the court game referred to the match as the "twilight of Helen Wills," while another, after praising the tactics of the British girl, said that Miss Wills was obviously "over-taxed."

In her match against the fleet-footed Nuthall, Wills lacked some of her accuracy, due in part, to the

change of pace and direction employed by her opponent. Miss Nuthall mixed soft shots, screaming drives down the baseline and deceptive chops to good advantage. Miss Nuthall, furthermore, played many of her services directly at Miss Wills. Heretofore, most of the best women players have played Wills on the ground that if they could continually keep her running back and forth across the baseline, they might have an outside chance to make the match interesting.

Actually Helen Wills likes nothing better than playing shots from either side—as she then can bring into play her powerful fore and backhand drives.

Forcing the Limit.

Statistics of the Wills-Nuthall match show that the English miss did the point earning. In the two sets she tallied 22 placements to 10 for the American star. Although defeated by Helen Jacobs in her first singles match of the series, Betty Nuthall again earned a larger number of placements—making 15 to 10 for Miss Jacobs.

The Wightman Cup matches demonstrated that Helen Wills can be forced to the limit, after three years of a supreme reign. Only a remarkable steadiness and reserve power in important games in the latter part of each set kept Helen Wills from at least dropping a set.

Women's tennis in Great Britain apparently has come along with a rush the last two years. In the doubles, both matches of which were won by the English teams without the loss of a set, the United States representatives were outthrust and outgeneraled. In the Wills-Cross match against Mrs. Mitchell and Mrs. Watson, recent Wimbledon doubles title-holders, Helen Wills was repeatedly caught out of position. A bright spot for United States

supporters was the gallant fight and victory gained by Miss Cross in a three set battle against Mrs. Mitchell of England.

One tennis critic told the United Press that only an inability on the part of the English women to spurt at critical stages kept the cup from remaining in England another year.

Despite all talk of Helen Wills starting on the downslide, said another tennis authority, "Miss Wills was not at the top of her game but she proved her ability by brilliant work in the final stages of each set."

The United States has now won the trophy four times to England's three.—United Press.

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"Haven't I made you what you are?" asked the wife proudly. "Darling!" he answered, "have I ever reproached you for it?"

"What was all that noise in the kitchen, Mary?" "The postman tried to kiss me, ma'am." "I see! Naturally, you objected." "Er—no, ma'am. But cook did!"

An old lady of 70, returning after 80 years' absence to her native Scottish village, called on a friend of her youth, now 60. Said she, "Though I've been long away, an' I have na written ye, I've never forgotten ye. I've looked regularly to see your death in the papers."

"My dear sir," said the pompous speaker, after the banquet, "speaking is nothing to me. Why, as a boy I used to talk fluently in my sleep." "And now," said his bored friend, "you talk in ours."

Mrs. Simpkins: "I see that our new neighbour has bought a handsome umbrella stand for her hall." Mr. Simpkins: "And now she makes her husband enter the house through the kitchen and leave his umbrella in the sink."

A young coloured man asked permission of his employer to use the telephone: he wished to speak to a coloured girl employed at another residence. Upon receiving consent he explained: "You see, it's dis-

way. I loves dat girl an' wants to ask her to marry me, but, 'fore de prophet! I ain't got de grit to ask her 'word out of mouth,' an' so I wants to use de 'phone." "I'll jest call her up. Hello! Is dat Dinah?" "No. I will call her." "Hello! Dat you, Dinah!" "Ye-as." "Dinah, you knows I thinks a heap of you." "Ye-as." "An' I bin tryin' to make you think a heap of me." "Ye-as." "I more den thinks a heap of you. I loves you, Dinah." "Ye-as." "now, Dinah—I er—wants to ask you if you will marry me?" "Ye-as, indeed! Who is talking to me?"

A newly-rich Jew, buying a piano, was concerned over the size of the instrument. He impressed upon the salesman that it must be full-sized—the largest, in fact, that they manufactured. "It's for a young and growing girl," he explained, "and I don't want to have to buy her another in a year or two."

The teacher was new, and was calling the register after the dinner hour. "Sarah Gunn?" "Here, miss." "Jeanie Thomson?" "There was no answer." "Does anyone know where Jeanie Thomson lives?" the teacher asked the class.

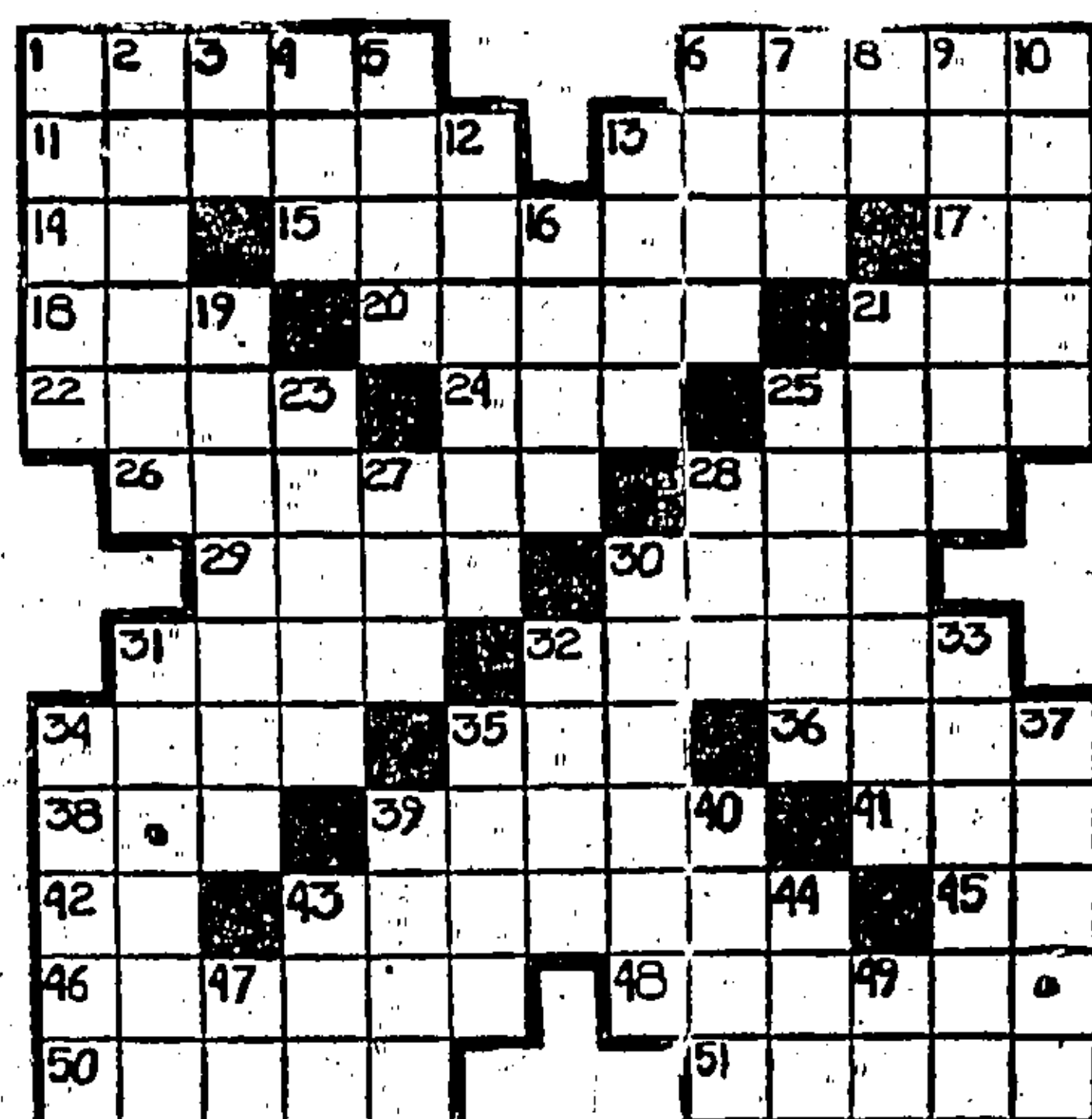
A very shy little girl put up her hand, then stood up. "Please, yes, miss," she whispered.

The shy little girl was sent off to bring the dallying scholar back with her, and duly returned, but alone.

"Did you not find Jeanie Thomson?"

The shy little girl opened her mouth to speak, hesitated, and then with great difficulty managed to say, "Please, I'm Jeanie Thomson."

CROSSWORD PUZZLE.



Horizontal.

- 1.—Custom.
- 6.—Grade.
- 11.—Old name for Spain.
- 13.—Damp and cold.
- 14.—Negative.
- 15.—Sainthood.
- 17.—Symbol for oleum.
- 18.—Basin.
- 20.—To pry.
- 21.—Colloquial: dance.
- 22.—High-batter.
- 24.—Conjunction.
- 25.—Associates.
- 26.—Questions.
- 28.—Respiration of sorrow.
- 29.—Sad (colloquial).
- 30.—Sudden pain.
- 31.—Omen.
- 32.—Mud hole.
- 34.—On the sheltered side.
- 35.—To scrub.
- 36.—Russian peasant.
- 38.—Existed.
- 39.—Toys.
- 41.—The sun.
- 42.—Alongside.
- 43.—To collect.
- 45.—To perform.
- 48.—Distant.
- 49.—Go to bed signal.
- 50.—Prepares for print.
- 51.—Peruses.

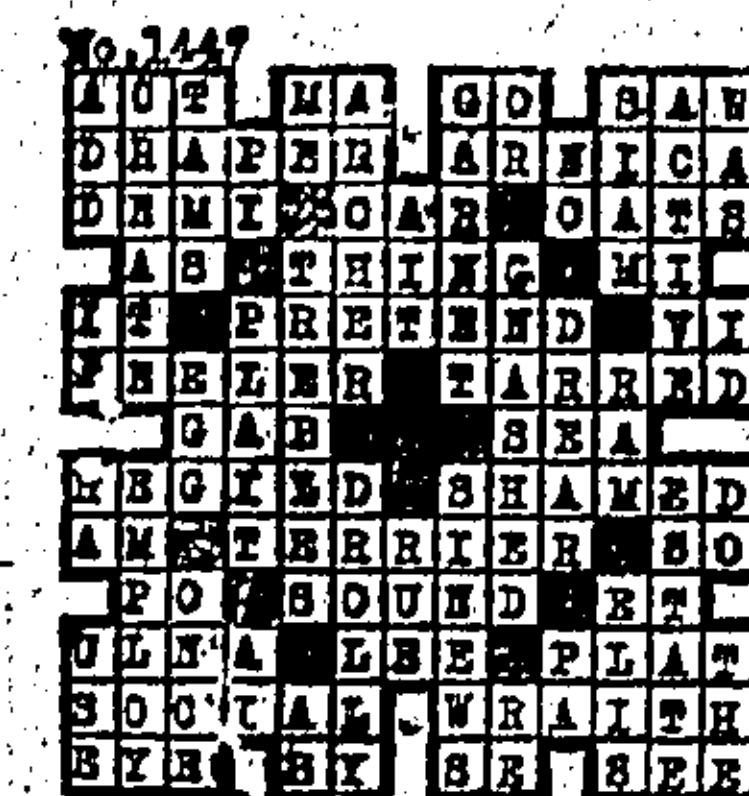
Vertical.

- 1.—Innuendoes.
- 2.—To team.
- 3.—To exist.
- 4.—Man's name.
- 5.—Cans.
- 6.—To cut.
- 7.—Hundred thousand rupees.
- 8.—Part of "to be."
- 9.—To level.

- 10.—Slender, girl.
- 12.—Related on father's side.
- 13.—Lout.
- 16.—Ages.
- 19.—Ignoramuses.
- 21.—Argued over, price.
- 22.—To protrude.
- 25.—Varieties.
- 27.—Biscuit.
- 28.—Mournful.
- 30.—Open to all.
- 31.—Covered with slate.
- 32.—Soft mass of matter.
- 33.—Ate away.
- 34.—Cognizant.
- 35.—European city.
- 37.—Runs.
- 38.—Spots.
- 40.—Disparaging remark.
- 43.—Bed.
- 44.—Before.
- 47.—Musical note.
- 49.—Another musical note.

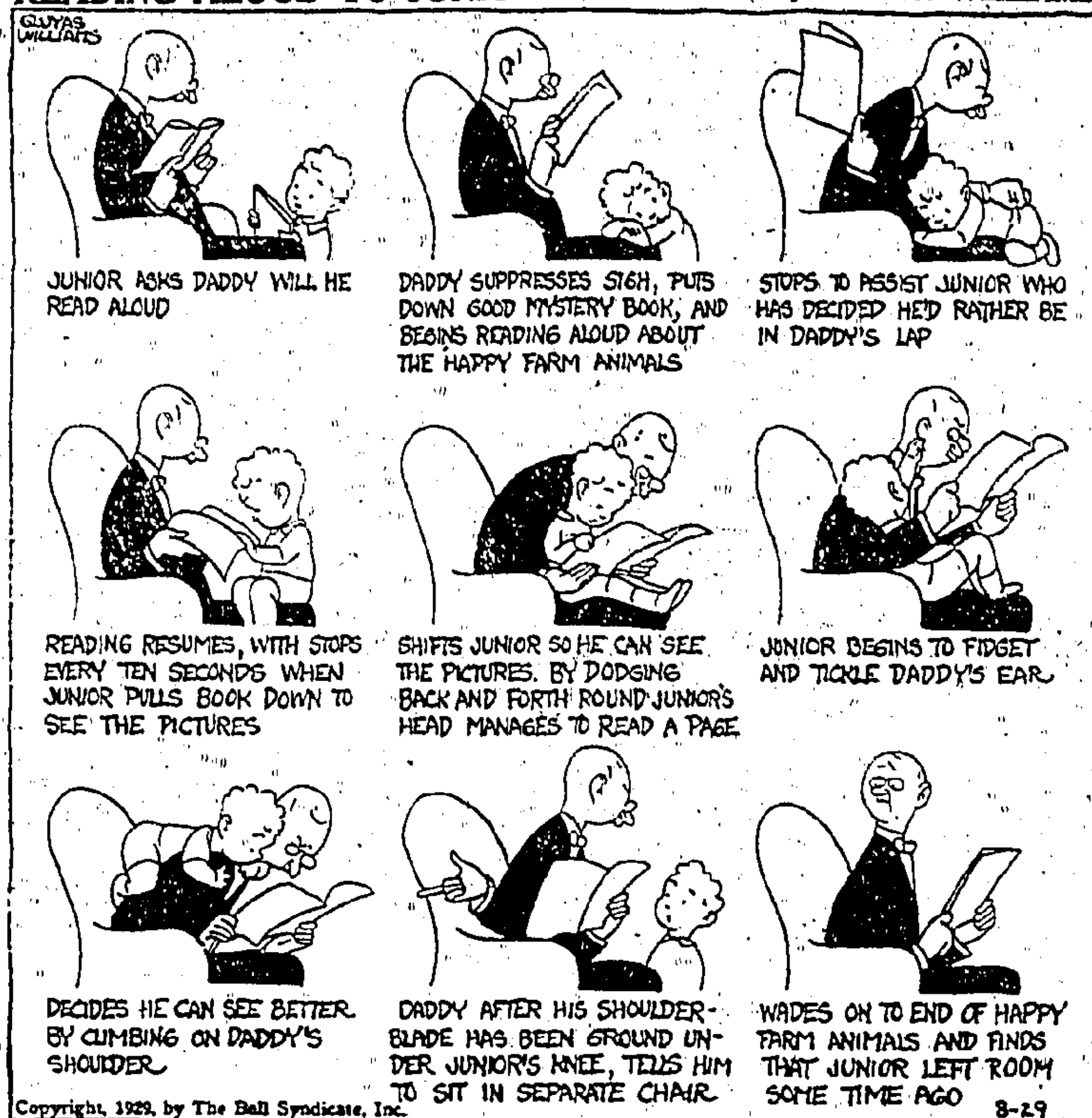
This puzzle took 20 minutes to solve. See how long it will take you to solve it.

YESTERDAY'S SOLUTION.



READING ALOUD TO JUNIOR

By GLUYAS WILLIAMS



SPORT AND ATHLETICS.

TILDEN TO RETIRE.

The American lawn tennis team, which just failed to wrest the Davis Cup from France, were interviewed before sailing for home from Southampton. W. T. Tilden stated that he has now played his last game as a member of an official American team. Tilden agreed that he might be in England about the time of the Wimbledon meeting next year, but as yet he had made no decision whether he would take part in the championships then. Tilden paid a compliment to the championship meeting at Wimbledon, expressing the opinion that, "It is the only lawn tennis tournament in the world that can stand on its own feet irrespective of the entries. If Cochet, Lacoste, Borotra, and I did not enter for the championships next year, it would not make a shilling difference to the gate. The centre court at Wimbledon would be packed, no matter who were in the final."

"Cochet is the best player in the men's game to-day," added Tilden. "He knows when to do a thing, and just does it. The French appreciate the value of every stroke, and that is why they are supreme in lawn tennis to-day." The American said that he was much impressed by the improvement in English lawn tennis this year.

"Austin is a great player now," he said, "but the secret of his not quite getting there is that he lacks confidence in himself. If he had the confidence of Cochet he would be the greatest player."

"The English women players are on the average better than any in the world," added Tilden. "I do not think that they will be able to overcome the two Helens in the Wightman Cup, but I believe that if you took a hundred English women and a similar number of American women, your players would win seventy-five of the matches."

DIVING CHAMPION.

A. E. Dickin (Polytechnic S.C.) won the all-England diving championship at Leighton Buzzard with a total of 73 points. A. R. Knight (Oster S.C.) was second with 71 points, and W. G. T. Burne (Oster S.C.), the holder and T. Mather (Amateur S.C.), who each scored 73 points, were equal third.

LORD BURGHLEY AND FOLEY.

The Army individual athletics championship meeting ended at Aldershot when Army records were broken in flat and field events, and a sprint double was accomplished by 2nd-Lieut. A. D. Ward (2nd Dorsetshire Regt.), who won the 100 yards in 10.1 seconds, and the 200 yards in 22.1 seconds, the latter time equalling record. In the pole jump Sergt. Toome (1st York and Lancaster Regt.), by clearing 11

feet, improved on the record, made seven years ago, by three inches, while Sergt. J. McGowan (1st King's Own Scottish Borderers) created a new Army record by throwing the discus 119ft. 7ins. McGowan completed a treble by throwing the hammer 124ft. 3ins. and the javelin 150ft. 6ins.

Lieutenant Lord Burghley (2nd Grenadier Guards), the A.A.A. champion at the distance, won the 150 yards hurdles championship by inches from Sergt. F. Foley (1st Scots Guards) in 1:10 secs., both men beating the Army record of 1:13.5 secs., set up by Lieutenant Blackmore, in 1912 and equalled by Lord Burghley when winning last year.

The versatility of these two athletes was demonstrated, for Foley had previously won the putting the weight championship with 99ft. 10ins., while less than half an hour after his win in the hurdles, Lord Burghley ran second in the quarter-mile to Pts. R. Dolar (1st King's Own Scottish Borderers), who won in 50.7-10 secs., to beat the previous best time, returned by three-tenths of a second.

INTER-VARSITY MATCH.

Princeton and Cornell beat Oxford and Cambridge by nine events to three in the athletic meeting, at the Stadium, Travers Island. The English visitors only won the 100 yards, quarter-mile, and half-mile. Cambridge men won the first two, T. Hampson (Oxford), secured the half-mile in the record time for these meetings of 1min. 58secs.

THE WOMAN'S CORNER.

SIMPLE HARD WEARING CLOTHES THE BEST.

Plain coloured linen is fashionable this season for both dresses and three-piece suits; but it creases so easily that it only looks smart for a few minutes after it is put on, and is more bother than it is worth. The women who choose simple, hard wearing clothes, that will continue to look tidy in spite of ill-treatment, and that can be easily packed and washed, are the women who will look the smartest, and enjoy the summer the most.

A smart ensemble consists of a white crepe dress made as plain as possible and worn under a short plain coloured linen double-breasted coat made like a man's, with collar, revers and slit pockets. A linen belt to match the coat worn on the dress and a linen hat both add to the smart effect of the whole suit.

A three-quarter length coat of printed linen is extremely useful, because it can be worn over sleeveless washing dresses or used as a beach coat over a beach suit. Cretonne makes quite pretty dresses, but it is not nearly so good for coats as the printed linen, which has more body to it, so hangs better and looks smarter.

There are two distinct types of afternoon dresses this summer. One is the very elaborate dress in

DO YOU KNOW?

Butter is one of the many entables which will not keep during the hot weather, and the first thing to do when purchasing is to see that it has a fresh, pleasant smell. If this is not so, it may be assumed that all the buttermilk has not been washed out.

Butter should be quite dry; if water has been left in its keeping qualities are impaired. The colour should be the same throughout, and not present a mottled appearance. When butter has turned rancid it can be sweetened by washing and kneading in new milk, and afterwards washing in cold water.

thin patterned materials with an uneven hem-line, while the other has an even hem-line, and is much more simple.

The materials used for the plainest frocks are crepe de chine, either plain or with pin dots, and georgette in plain patterns or spots, crepe satin, plain or with pin dots, and georgette in a very small check pattern.

Organdie neckbands or collar and cuffs make the dress look fresh and smart, and small frills of the same material as the frocks, shirring, or bands in pin tucks inset, are used to break the long line of the bodice.

FOR VERANDAH TEAS.

Instead of bread and butter provide fresh buttered scones. They are so quickly made. Take eight ounces flour, a teaspoonful cream of tartar, half an ounce sugar, half-teaspoonful salt, quarter-pint milk, half-teaspoonful bicarbonate soda, an ounce margarine. Rub the fat into the flour and add all dry ingredients. Mix stiffly with the milk and knead until smooth on a floured board. Roll out to half an inch thickness and cut into triangular pieces or into round pieces with a pastry cutter. Brush over with milk and bake on a floured tin in a hot oven until brown. This quantity makes eight scones.

You can sprinkle in a few seedless raisins to give variety if you like.

Queen Cakes.

In the way of small cakes, Queen cakes are usually favourites. For the Queen cakes take 4ozs. butter, 4ozs. flour, 4ozs. sugar, two eggs, 3ozs. currants, 1oz. peel, 1 teaspoonful baking powder, pinch salt, 1 teaspoonful milk.

Sift the flour and baking powder and add the salt. Cream the butter and sugar together and add the eggs and flour gradually. Beat in the fruit and add the milk. Less than a tablespoonful may be required. The mixture should be of a thick creamy consistency. Grease Queen cake tins, and fill them two-thirds full. Bake in a moderate oven fifteen minutes.

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CAUSES OF AIR CRASHES.

PILOTS' LACK OF EXPERIENCE.

["D.P." Special Service.]

Washington.—The pilot's lack of training is the greatest single factor contributing to the increasing number of airplane crashes.

Edward P. Howard, chief of the air regulations bureau of the Department of Commerce, said recently, Mr. Howard pointed out, however, that in spite of the frequency of crashes recently the rate of "plane accidents in proportion to the number of hours flown is decreasing. Not only are more planes in operation, to-day, he said, but each plane is averaging more hours in the air than a year ago. Therefore he continued, what seems to be an increase in accidents actually represents a decreased rate and increased safety. The latest figures available show that slightly more than 30 per cent. of airplane accidents are attributable to the "human" rather than the "mechanical" factors involved.

Structural Failure.

The structural failure of planes which are properly handled has been largely eliminated," he said. "Also revised designs and new engineering systems, practically have eliminated accidents due to the instability of planes, which formerly resulted in tendencies to spin. Improvements along these lines have been worked out by the department in co-operation with manufacturers of planes."

This left the personnel factor by far the greatest, contributing to aircraft accidents. Accidents resulting from human failures are not always the result of improper training. Statistics show, however, that nearly one-third of all accidents result from "poor technique" on the part of the pilot.

"Poor technique," he went on, "points to poor training and to poor flying schools. The department's efforts to eliminate the personnel factor in plane crashes has been directed at improving the in-

IMPERIAL CHEMICALS.

BROWN COAL EXPERIMENTS IN AUSTRALIA.

Sydney.—Important experiments are being undertaken by Imperial Chemicals in conjunction with the Victorian Electricity Commission on the extraction of oil from brown coal deposits, of which the Commission has immense reserves.

In connection with this co-operative arrangement, a company has been formed in Melbourne, with a capital of £20,000, entitled "Synthetic Coal and Oil Products." The directors include Sir W. Lennor Raws, the Australian representative of Imperial Chemicals; Mr. B. E. Todhunter, also representing Imperial Chemicals; Mr. Easton Lewis, general manager of the Broken Hill Proprietary Company; Mr. Colin Fraser, chairman of Broken Hill South, and other leading business men.

Dr. Herman, the technical expert of the Electricity Commission, states that the present steps are the most important action that has been taken to establish the production of oil from brown coal. Technically, oil undoubtedly can be so produced, but further investigations must be made to ascertain if the process can be used commercially under Australian conditions.

It is known that various grades of light and heavy oil, including petrol, can be produced from brown coal by carbonisation and a special process of hydrogenation. Large quantities of brown coal have been sent to England for testing.

The company proposes to acquire brown coal leases at Cliftonade, South Gippsland, and the Government Mines Department has been in that district, on behalf of the company.

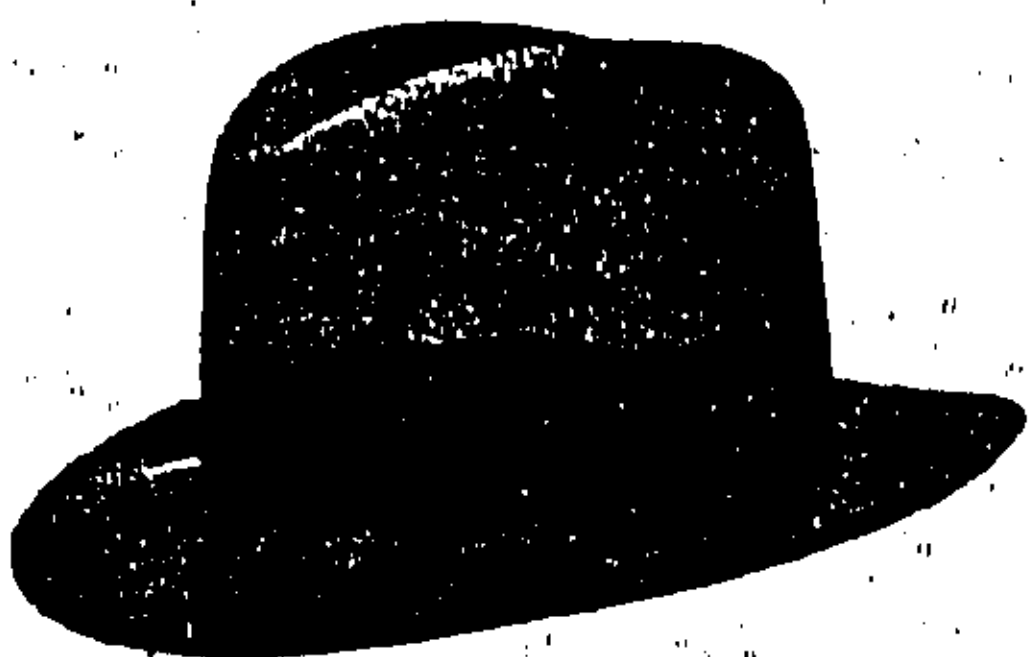
struction of pilots. Some schools are turning out pilots to fly alone long before they have had enough experience." Most of the crashes involving poor technique, he pointed out, occurred during the early periods of flying.

Mr. Howard cited for proof of his statements the smaller number of accidents on regularly established air lines.

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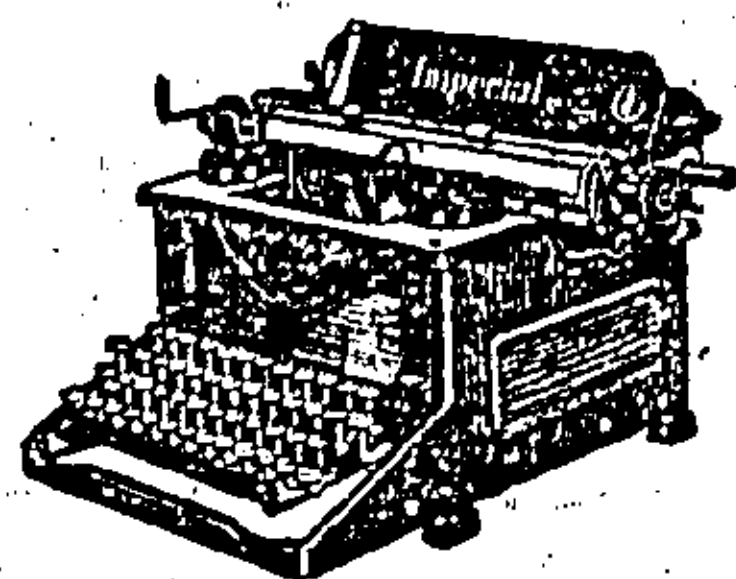
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GOVERNMENT REPLIES TO CRITICS

ESTIMATES FOR 1930 PASSED.

FORMAL PROTEST AGAINST NAVAL VOLUNTEER SCHEME.

VIGOROUS OFFICIAL DEFENCE OF NEW PROJECTS.

Several items in connection with the Budget came under discussion at the meeting of the Legislative Council yesterday and, despite explanatory speeches from the official side, were vigorously opposed by the unofficial members, led by Sir Henry Pollock.

The proposed new motor road, 23 miles in length, to Sai Kung, received special attention from the opposition. The 1930 estimates provide for the commencement of the first four miles of the road from Kowloon City. Voting on an amendment put forward by Sir Henry Pollock opposing the road resulted in its defeat, Mr. Braga being the only unofficial member in favour of the scheme.

The Appropriation Bill for 1930, whereby a sum not exceeding \$22,038,879 be applied to the Public Service of the year 1930 was read for the third time and passed.

UNOFFICIALS CALL FOR A DIVISION.

The Ordinance to amend further the Districts for Rent Ordinance (1883), passed the first reading at the meeting of the Legislative Council yesterday and the Ordinance to amend the Police Force Ordinance (1906) was also read for the first time. Details of these Ordinances have already been made public.

The new Ordinance to amend the maintenance Orders Ordinance (1921) was passed without comment. Then the real business of the meeting commenced when His Excellency announced that the debate upon the Budget would be resumed. It was anticipated in many quarters that the Government's replies to the criticisms voiced at the previous meeting would be more or less unassailable and, therefore, the resumption of the debate was heralded by a slight stir of anticipation.

MEDICAL OFFICER'S SPEECH.

Dr. A. R. Wellington, Director of Medical and Sanitary Services, said that with reference to the observations made by the Honourable Unofficial Members in connection with the Budget, he had the honour to reply in so far as the medical and sanitary questions are concerned.

Government Civil Hospital.

The shortcomings of the Government Civil Hospital and the need for a new institution have not been overlooked, but pressure of other urgent matters have prevented my examining in detail all the many important factors which have a bearing on the subject, and which must be considered before a final decision can be made. The P.W.D. and the Medical Department are working in close co-operation, and there is every reason to believe that final recommendations will shortly be submitted.

With regard to the Medical Staff at the Government Civil Hospital, there are now two resident medical officers, one European and one Chinese. In addition there is one Chinese medical officer who is not resident.

The Mental Hospital.

With regard to the mental hospital, this institution is intended primarily as a place for temporary detention and observation, and not as a permanent abode for the insane. Arrangements have been made with the Government of Canton for the reception and treatment of mental patients of Chinese nationality. European patients are sent to Europe at the earliest opportunity.

Chinese Probationer Nurses.

Twenty-seven Chinese probationer nurses are now undergoing training at the Government Civil Hospital. A nursing sister who has knowledge of the Chinese language and experience in teaching Chinese nurses is at present in England undergoing a special course in order that she may fill the post of Tutor sister. Provision has been made to add three more nurses to the establishment in 1930. It is proposed to further increase the number training when the tutor sister has returned and when house accommodation is available.

Travelling Dispensaries.

Travelling Dispensaries in the Federated Malay States fulfil a very useful purpose—and it is probable that one would be of value in the New Territory. This proposal will be considered by Government in connection with the 1931 Estimates.

Veneral Clinics.

A veneral clinic has been in existence at the Government Civil Hospital for more than a year. Experience has shown that veneral clinics serve their purpose best when they are run in connection with hospitals or general dispensaries, and not as separate units. It is hoped to make further provision for veneral treatment in the near future, when more staff will be available.

Government Dentist.

It is intended that the Government Dentist shall devote his services primarily to those officers whose salaries are below £400 a year, and who are entitled to free medical treatment. It is hoped it may be possible to arrange for attention being given to school children and to prisoners who require service which cannot be performed by the Gaol Medical Officer.

Malaria.

With regard to malaria prevention, negotiations are proceeding for the transfer to this Colony from the Federated Malay States of an experienced malarialogist and a skilled assistant. These officers will form the nucleus of an anti-malaria organisation which will be built up from local material, and which investigate, advise, and in some cases execute the measures necessary for anopheline eradication.

An anopheline survey has been completed at Stanley and an investigation is being conducted at Repulse Bay. The observations so far made appear to indicate that the problems here are very much the same as those in the Federated Malay States, and there is every reason to believe that the measures which have proved effective there will be successful here.

Training in Hygiene and Preventive Medicine.

I entirely agree with the view that "the importance of adequate training in hygiene and preventive medicine can hardly be overstated." One of the greatest needs of the Colony in this line is a school for instruction of Sanitary Inspectors such as exists at Singapore. At present the health staff is insufficient to allow of the proper conduct of such an institution, but with the advent of additional health officers this difficulty will disappear and it will then be possible to arrange for its establishment.

Board of Health.

With regard to the suggestion that a Board of Health be formed, I have in my recommendations for reorganisation of the Medical and Sanitary Services included a proposal for the formation of a Public Health Advisory Board. This proposal is now under consideration by Government.

Contribution to Schools of Research.

With regard to the question of contributions to schools for research in tropical diseases—the subject should be examined under two headings, viz. pure research and applied research. Pure research can perhaps be more economically carried out in laboratories in Europe—but applied research, that is research applied to our own particular problems, can only be properly carried out here—and should form part of the duties of local laboratory workers.

Education of the Public in Matters of Hygiene.

On the subject of lectures in sanitation, hygiene, and anti-malaria methods—it is hoped ultimately to establish a properly staffed propaganda section which will take the necessary action to spread instruction through lectures, posters, pamphlets, lantern and cinema shows and through the Press. The Sanitary Board has recently approved a proposal to issue pictorial posters showing the harm done by insanitary premises, which posters were prepared at the suggestion of Dr. Fawcett, M.O.H.

Development of the Preventive Side of Medicine.

The Honourable Senior Chinese Member, Sir Shou-son Chow, in approving the development of the preventive side of the Medical Department expressed the wish that that policy may be carried out in a liberal and sympathetic spirit and with due regard to the susceptibility of the people.

Recognising that the co-operation of the people is a factor of the utmost importance in matters of public health, every endeavour will be made to secure the goodwill of

the populace by respecting old customs and traditions provided they are not incompatible with the principles of public health.

When disease affects the individual only the choice of nursing and treatment lies with the patient or his guardian. Where the illness is of such an infectious nature that the health and lives of others are in jeopardy, but through them the health and lives of others more remote, I feel sure the Honourable Chinese Members will agree that the prejudices and wishes of the patient or his friends should not be allowed to outweigh unduly the risks to the community and the possibility of establishment of an epidemic.

In order to stimulate the willing co-operation of all concerned, and to ensure that the best possible advice shall be obtained and the best possible methods used, I have recommended the establishment of a Public Health Advisory Board, composed of officials and unofficials, doctors, and laymen, whose duty it will be to examine and weigh up the factors connected with the various problems and to advise as to the action which should be adopted.

Wells.

Many chemical analyses and bacteriological counts have been made of water samples from wells sunk in populous areas. The results show that pollution is present in the majority of cases.

The policy of the Building Authority is to refuse sanction for the opening of wells in premises where a pipe supply is available, except in cases where a guarantee is given that the well water will be used solely for the purposes of flushing or for watering gardens.

Wells are closed by order of the Sanitary Board only when it is proved to their satisfaction that the water is polluted, and there is danger of its being used for potable purposes.

Nuisance From Market Gardens.

It is possible to grow vegetables without the creation of a nuisance and without danger to health, but in the area complained of the conditions prevailing make it almost impossible to economically carry on market-gardening without nuisance. It has been decided to cancel the permits of those who transgress the conditions of permit in respect of the use of manure.

Obstruction by Street Stalls.

The subject of the propriety of allowing food stalls in streets is one over which there has been much argument in many countries, and one which it is practically impossible to solve to the satisfaction of all parties.

Stalls are the shops of the poor, and their abolition would in many cases be a hardship on that class of the community. On the other hand, it is very difficult indeed to control the quality of the food sold and to ensure freedom from contamination. It is also difficult to prevent obstruction, and to provide for the proper disposal of waste products.

The question of the removal of the stalls complained of is receiving the attention of the Sanitary Board and the Public Works Department, and it is hoped that a satisfactory solution will soon be found.

HARBOUR AFFAIRS.

Commander G. F. Hole, the Harbour Master, said that in his speech on the Budget the Hon. Senior Unofficial Member made various comments and asked certain questions in respect of matters connected with the administration of the harbour, which would be dealt with in the order in which the Hon. Member mentioned them. The Harbour Master proceeded:—

Port Facilities.

The Government is keeping a watchful eye on the ever-changing conditions of shipping visiting this port. The scheme for the accommodation of wharves for the largest type of ships, as put forward by the Kowloon Wharf and Godown

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Company, is now before Government, and is receiving the most sympathetic consideration. Admittedly concurrence has now been given to the construction of a wharf by the Hong Kong Wharf and Godown Company 120 feet from the Kowloon Naval Camber, subject to a guarantee being given by the Company that free space for manoeuvring lighters, etc., in and out of the Victualling Yard Camber will be maintained during construction of the wharf, and afterwards when ships are berthed alongside. Provision for the reorganisation of the buoys in the harbour to deal with the ever-increasing size of ships is now before this Council, and will be found under Head 13 Sub-Head 31 on page 27.

The question of building a projecting arm on the western side of the southern entrance to the Yau-mat typhoon shelter, in order to afford further protection to craft taking refuge in typhoon weather, is also receiving Government's consideration.

The question of cutting a channel through the shoals between Green Island and Stonecutters Island, to afford a western entrance and exit to ships of the largest size, remains under consideration. The matter has been referred to the consulting engineers, who at present cannot feel assured that such a channel would maintain its depth of water without periodical dredging operations.

The explanation for the sudden appearance of the item on page 27 under Sub-Heads 19 and 20 is as follows:—

Coal for Offices.

Up to 1923 this Vote was included in the Treasury Vote, but in that year it was considered that as the accounts were kept in the Harbour Office, and the Harbour Master, who is also the Government Consulting Engineer, was responsible for the administration, it would be more fitting to place this vote under the Harbour Department. Due to a misunderstanding this item was omitted from both the Treasury and Harbour Department estimates for 1929, and a Supplementary Vote was taken. This item now appears under Head 13 for the first time.

Rent, Light and Water Allowances for Slipway Staff.

This item in the past has also been included in a Treasury Vote "Head 34 Sub-Head 41," "Rent allowance for Asiatic Subordinate Officers." As the Slipway Staff are under the Harbour Department, it has been considered more appropriate to show it under Head 13.

Marine Surveyors Department.

The Hon. Senior Unofficial Member has pointed out in his speech that there are already four launches detailed for duty with the Government Marine Surveyors Department. He stated as follows:—"In view of the fact that every shipyard of the Colony can now be reached by bus or tram, with considerable saving of time over travelling by launch, and also that the Marine Surveyor and his 13 Assistant Surveyors receive conveyance allowance, the necessity for the use of launches by the G.M.S. Department is limited to the inspection of vessels lying afloat in the harbour, which are not numerous enough to warrant an increase in the number allotted to the G.M.S. Office beyond the four completed launches above referred to."

I regret that I am unable to agree with the Hon. Member that every shipyard in this Colony can be reached by tram or bus with considerable saving of time over travelling by launch, nor can I agree that some of them can be reached at all by tram or bus without covering a considerable distance on foot.

Shipyards in this Colony are situated on the foreshore from Lai Chi Rok on the west to Lyemum Pass on the east, and are principally small Chinese yards, several of which are a considerable distance from tram or bus routes. It may not be known to Hon. Members of this Council that surveyors proceeding out on survey work have to carry a considerable amount of gear with them, and the average weight of such gear is approximately 20 lbs.

Surveyors employed on boiler or double-bottom work have to change their clothes. These changes are carried out in the launches on their way to and from their work, thus effecting an appreciable saving in time. They could hardly do this if travelling by tram or bus. Each morning in the G.M.S. Office the work of the day is allotted, having due regard to the facilities available for transport, but with only two launches at disposal for ship work there are considerable delays, despite the fact that the Surveyors' private cars are used as much as possible. It must not be overlooked, however, that:—(1.) There will be normally 11 surveyors working in this port, the remaining three being on leave. (2.) Approximately 70 per cent. of the survey work in this port is done afloat, and only 30 per cent. in the shipyard. Of the four launches H.D. 3, 6, 7, and 8, at present allotted for service with the G.M.S. Department, H.D. 6 is detailed for work as a tender to the Yau-mat Slipway, which is a full time job, and consists of carrying workmen between the Slipway and Government launches, under repair, and also doing all the fetch and carry work of a dockyard tender.

H.D. 3 is detailed for duty in surveys of launches other than Government launches. When it is realised that there are in this port between 7 and 8 hundred steam and motor launches, the greater proportion of which are surveyed twice annually, I do not think Hon. Members will be surprised to hear that she is running continuously all day long. This, then, leaves only two launches at the disposal of surveyors employed on ship work, and observing that 70 per cent. of this work is carried out afloat, in ships at anchor or at buoys, it will be seen that this number is entirely inadequate. At the present moment one nautical surveyor is already on his way out to the Colony, and will be followed by another early in 1930. These officers' duties will be principally out in the harbour inspecting the life-saving appliances of vessels and for emigration work. Their utility will be lost to the Colony unless launches are provided for their use.

The launch now under construction is intended to augment the transport facilities of surveyors employed on ship work, and the new launch asked for in the 1930 Budget for the G.M.S. Department is intended for the use of the two nautical surveyors. The launches allocated to the Boarding Office and Junk Office are fully employed, and cannot be spared for work with the G.M.S. Office.

New Launch for Carriage of Stores and Relief.

At present, when stores arrive out from England, there is no Government launch available for landing such stores, and it becomes necessary to hire a launch for this purpose. Government have normally a fleet of 38 craft, each one of which is allocated for special duty, and in addition one launch is under construction. When certain of these launches become due for overhaul or should they break down it becomes necessary to hire launches to take their place.

(Continued on Page 5.)

BUDGET DEBATE CONTINUED.

(Continued from Page 4.)

It is considered more economical to build a Government launch for these purposes of landing P.W.D. Stores and of relief work than to continue the hiring of outside launches—at an average tariff of \$25 per diem, coal oil and stores being provided by Government.

The Costly Kan Sing.

It has been suggested by the Hon. Senior Unofficial Member that the Kan Sing could perform this duty. This would be most uneconomical. To keep the Kan Sing under steam at half an hour's notice during non-typical weather would cost approximately an additional \$30,000 per annum. If she was employed three days a week it would cost yet another \$30,000, or \$30,000 per annum in all. The estimated initial cost of the new launch asked for is \$40,000, and it is estimated that her fuel and stores, etc., will cost approximately \$5,000 per annum, so that the total cost for the first year would be \$45,000. From this Hon. Members will see that to run the Kan Sing for this duty would cost more in one year than the initial cost of the proposed new launch plus one year's expenses for fuel and stores.

The Hon. Senior Unofficial Member stated in his speech: "Incidentally we are informed that the Staff of the G.M.S. Department has grown to such dimensions that it seems doubtful whether there is sufficient shipbuilding and ship repair work now going on in the Colony to keep them all fully employed."

Issue of Steamer Certificates.

In 1927, at the instance of the Hong Kong & Whampoa Dock Co., Ltd., and other local firms, in order to obtain recognition by the Board of Trade for our 1. A. foreign-going passenger certificate—a matter of great importance to local shipbuilding interests—the Board of Trade were requested to send out to this Colony a representative to advise Government on the necessary steps to be taken before such recognition could be granted. It was laid down by the Board of Trade (vide Par. 3 of Sessional Paper No. 5 of 1927) that they would require to be satisfied that: (a) The survey work at this Port is carried out by officers competent to do the work and under regulations of equivalent value to those in force in the United Kingdom.

(b) The staff is numerically adequate to deal efficiently with the total work of the port.

Mr. Wilton, the Board of Trade representative, arrived in the Colony in 1927, and shortly after his arrival proposals for the necessary additions to the G.M.S. Staff were put forward. At that time Mr. Wilton considered the proposals adequate, and provision was made in the Estimates for 1928 to carry them into effect. After four months' local experience, however, Mr. Wilton informed me that he had underestimated the survey work of the port, and was of the opinion that the proposals as put forward—and for which provision had already been made—were the absolute minimum of staff that was required to deal efficiently with the total work of the port. Since these proposals were adopted there has been no increase to the G.M.S. Staff. It is interesting to note that in the first eight months of the current year the survey staff has worked overtime on 34 days—13 per cent.

Training Expenses for Marine Surveyors in England.

Government holds itself responsible for the cost of training marine surveyors in England, as this follows the practice of the Board of Trade. Candidates already trained are unobtainable. The amount of \$7,900 for this purpose for 1929 was under-estimated, and on April 27, 1929, a Supplementary Vote of \$41,582 was taken, bringing the total of this Vote for 1929 up to \$49,482.

The sum of \$20,048 for 1930 is the amount considered necessary to defray the expenses of training during that year without having recourse to a Supplementary Vote. This Vote will not be annually recurrent, and will cease as soon as the training of the present staff has been completed.

New candidates to fill vacancies caused by resignations, etc., however, will require to be trained from time to time before coming out from the Colony.

Allowances to Diesel Engineers.

It has been found from practical experience, since semi-Diesel engines were introduced into Government launches, that as soon as an engineer had been trained into the working of these engines he became dissatisfied with the Government rates of pay. Several such engineers have already resigned from Government service in order to take up employment with private firms on higher rates of pay. The allowance as set forth (\$120) is designed as an inducement to such engineers to remain in Government service.

The Loss of a Launch.

After the sinking of S.D.3. the Government appointed a Committee, consisting of the Treasurer, the Harbour Master, and the Colonial Auditor to consider what

steps should be taken in order to prevent a similar occurrence in the future.

The recommendations of this Committee have been embodied in a General Order, which it is hoped will have the desired effect.

NEW FACTORY LAW.

The Attorney-General, replying to the Hon. Mr. Shenton's reference last Thursday to the subject of factory legislation, said:—

This question has for some time been under consideration by the Government. A Bill to amend the Industrial Employment of Children Ordinance, 1922, Ordinance No. 22 of 1922, so as to extend its scope to women and young persons, and certain regulations proposed to be made under the Ordinance as so amended, have already been drafted, and are now under consideration by the Governor in Council. This proposed legislation is intended to be a further step in the improvement of factory conditions in the Colony. Such improvement must of necessity be slow and gradual, and it is very difficult in such matters to travel far ahead of neighbouring countries. It is intended to follow up this legislation with other measures.

MONEY MATTERS.

Mr. M. J. Breen, Colonial Treasurer, said he proposed to deal with the observations made by Hon. Unofficial Members on various financial items in the Budget, taking the items in the order in which the observations were made.

Military Contribution.

The Hon. Senior Unofficial Member remarked on the apparent discrepancy in the Military Contribution figures shown on pages 12 and 100 of the Estimates.

The large discrepancy between the revised 1929 estimate and the approved estimate is due to the recovery during the current year of a sum of \$592,711 from the military authorities on account of an over-payment of military contribution made in 1917/1919.

Instructions from the Secretary of State to make this recovery were received early in the present year.

The sum of \$3,221,768 is what we expect to pay for Military Contribution in 1929.

It is customary to show revised estimates in the Abstract on page 12 only, and to insert the original un-revised figures in the body of the Estimates.

Military contribution has hitherto been paid on any profits which may accrue as the result of appreciation in the sterling price of investments which we realise. We have not so far paid military contribution on any profits due to exchange, as this question is under discussion with the Secretary of State.

Public Money Outstanding.

The Hon. Senior Unofficial Member has asked for information regarding the amount of the arrears of premium due from the Kowloon Tong Estate and the Praya East Marine lot-holders.

The position as regards Kowloon Tong Estate is as follows:—The total premium originally stipulated was \$221,977, of which \$129,856.27 has been paid to Government. It is expected that the balance of \$92,120.63 will be received when the houses are completed and the Crown leases issued.

With regard to the Praya East Reclamation Scheme there is still a sum of \$142,219.50 due to the Government from marine lot-holders by way of premium.

Licensed Conveyances.

The item on page 6 of the Estimates, "Carriage, Chair, etc. Licences," will be subdivided in future Estimates, as the Hon. Senior Unofficial Member suggests, and Motor Licences will be shown separately. For the Hon. Member's information I may add that the figure of \$230,000 in next year's Estimates is made up of:—

Rickshaw and Chair Licences 885,000
Trucks 20,000
Motor Vehicles 115,000

Wireless Message Fees.

The Hon. Senior Unofficial Member remarked on the item "Message Fees" on page 9: "Message Fees" signify wireless message-fees, together with a small amount collected for advices of vessels from light-houses.

The Estimate for 1930 was based on the receipts for the period January/May 1929. This period showed a considerable set-back in traffic for the Philippine Islands and the United States as compared with the same period in 1928, when the Estimate for 1929 was prepared. This set-back will probably be compensated to a considerable extent by increased traffic with China stations, viz. Canton and also Shanghai, which started operations from July 1 last. But there were not sufficient grounds for anticipating a greater revenue in 1930 than that shown in the draft Estimate, viz. \$190,000.

Tobacco Duties.

With regard to the remarks of the Hon. Mr. Shenton's reference to the subject of Tobacco duties, it is estimated that half the anticipated increase under that head in the 1930 Estimates will be due to the more efficient method of collection rendered possible by the Tobacco Amendment Ordinance of 1929, and the remainder will accrue from normal increase of consumption. Such estimated increase being only 10 per cent. in excess of the 1929 collection cannot be regarded as unduly optimistic.

The previous system of taxing tobacco on an "ad valorem" scale was found unsatisfactory and, after due consideration, superseded; and a uniform rate imposed in accordance with home practice. The Imports and Exports Department will welcome any suggestions that the Chinese Chamber of Commerce may put forward for combating smuggling, but the Government is satisfied that the new system of duties works satisfactorily.

Widows and Orphans.

The Hon. Mr. W. E. L. Shenton called attention to the position under the Widows' and Orphans' Pension Scheme.

On January 1, 1909, the Government under authority of Ordinance No. 13 of 1908 took over the Widows' and Orphans' Pensions Fund at \$371,500, which sum was credited to the General Revenue of the Colony. Since then all contributions have been credited to revenue, and pensions to the widows and orphans of contributors are guaranteed by their being a charge on the revenues of the Colony in accordance with the provisions of the Ordinance.

The fund referred to by the Hon. Member ceased in 1908 when Ordinance No. 13 of 1908 came into force.

It is the practice in many British Crown Colonies, including the Straits Settlements, Malaya and Ceylon, to embody widows and orphans' contributions and the payments of pensions under the scheme in the general finances of the Colony.

THE COLONIAL SECRETARY.

The speech made by the Hon. Mr. W. T. Southern, Colonial Secretary, was as follows:—

My Hon. friends the Director of Medical and Sanitary Services, the Harbour Master, the Attorney-General, and the Treasurer have dealt fully with certain aspects of the remarks of the Unofficial Members which particularly affect their Departments. You, Sir, will, I understand, deal with some of the more important subjects under discussion, and it remains for me to answer those criticisms which will not have been covered by other speakers.

In the first place, Sir, I should like to thank my unofficial colleagues for their very carefully reasoned criticism of the Budget, and I think the impression left on the mind of anyone who listened to their speeches was that the principles of the Budget are accepted and that only the details are subjected to serious criticism. It seems to me that the forward policy of services is not in any way condemned for the encouragement of aviation, the re-establishment of the Statistical Department, and the forward move in matters of health and sanitation have all met with the approval of my Hon. friends on the unofficial side.

The Chief Complaint.

Their chief complaint, or so it seems to me, is that the Government has not at the same time been able to undertake some of the pressing need of the Colony in the way of buildings, roads, recreation-grounds, and other material works. Well, Sir, I may say at once that the Government fully shares their disappointment, but even the Government cannot make bricks without straw, and the hardest part of a Budget-framer's task is the endeavour to make the quart of the demands go into the pint pot of the revenue. There is hardly a work mentioned by our critics which has not received the most careful consideration of the Government and been finally ruled out in favour of works which seem to the Government to merit prior performance.

The Cost of Administration.

The work of administration has to be provided for before money can be found for public works, and in this connection I would refer to the remarks of the Hon. Mr. Shenton's reference to the rising cost of administration. The Government admits that the cost of administration is rising, and it must continue to rise so long as more and more is demanded of the Government. The largest increases in the present Budget are in answer to insistent public demand, and have met with unofficial approval. So far as I can remember, only one department is charged with being over-stuffed, and the Harbour Master has, I think, made an effective reply to the charge. As a matter of curiosity I have caused the expenditure on personal emoluments in Hong Kong to be compared, so far as information is available here, with the expenditure in neighbouring Administrations, and we find the interesting result that the percentage of per-

sonal emoluments to revenue to the present Budget (and in this connection it must not be forgotten that the same personal emoluments deal with an expenditure of nearly \$2,000,000 on loan works in addition to the expenditure, which is slightly less than the percentage shown by the 1927-1928 figures for Ceylon and 1929 figures for the Straits Settlements, and much less than the 1929 figures for Shanghai. I therefore venture to doubt the justness of the charge that our personal emoluments absorb an unduly high proportion of our revenue, and the need for some improvement of salaries—especially in the lower grades of the service—has been shown by the report of the Salaries Commission. I am now, Sir, to some of the detailed criticisms and enquiries of my unofficial friends.

The New Prison.

Taking first the remarks of the Hon. Mr. Shenton, as regards the gaol we all know that a new gaol is required and that the work, once commenced at Kai Tak, was suspended owing to the financial difficulties of the year 1928. That said, the longer available land is required to be reserved for the development of the aerodrome, and I have no doubt the foundations prepared for the gaol will be found useful for future buildings. The question of accommodation in the prisons is receiving attention. A proposal has been made to transfer the female prisoners to Lai Chi Kok, where there is space available, and if the transfer can be effected the situation in Victoria Gaol will be considerably relieved. The present Government, while recognising the need for a new gaol, differs from its predecessors in thinking that a new civil hospital should have priority over a new gaol, and we doubt if the finances of the Colony justify the undertaking of both of these costly works at once. It is for this reason that we thought it worth while to improve the printing-shop in the gaol as we believe it will prove an economical undertaking in the long run. We cannot vacate the present gaol until the new gaol is built, and I venture to predict that 10 years is a modest estimate for the life of the present gaol. I might remind Hon. Members that the printing-shop proposal was laid before them in the Budget for 1929, and a sum of \$41,000 was voted without demur. When the plans came to be worked out it was found that the proposed scheme would not provide all the accommodation required, and an amended scheme costing \$109,000 has been prepared in its place. The Hon. Director of Public Works will be prepared to explain the details in Committee, and I trust that hon. members will agree with the Government that the scheme will prove to be an economy in the long run and will approve the expenditure asked for.

Educational Questions.

The important subject of education has not unnaturally given rise to comment from more than one of my unofficial friends. The Government will take counsel with the Director of Education on the points raised by the Hon. Unofficial Member, but I would remind him that a good deal is already being done in the way of instruction in sanitation and hygiene in all schools, and in elementary agricultural instruction in certain selected areas. The Hon. Member also asked whether school fees should not be reduced. The Government does not consider that the fees charged in Government schools are unduly high in view of the educational facilities provided, and cannot see any adequate reason for reducing these fees.

The item under Education Department of \$60,000 for building grants is to meet the following demands:—

La Salle College, Kowloon \$50,000.
St. Francis School, Victoria, \$10,000.

As regards the Central British School at Kowloon, the sum provided is for site formation only. The Government is not in a position at present to provide funds to complete the buildings. The last of the Hon. Member's list of items is an appeal for a grant-in-aid on behalf of the Mun Sang College. The Director of Education has reported that this school has not yet reached the standard required for a Government grant, but it is hoped that if the management accepts the Director's advice it may in course of time reach grant standard.

The Hon. The Senior Chinese unofficial member refers to the reduction in three educational subsidies. I can assure him that no abatement of the Government's interest in or encouragement of education is implied in these reductions. The amounts provided last year were greater than the amounts required by more than the reductions effected and it is believed that all legitimate demands are covered by the amounts now inserted in the Estimates.

Public Markets.

The Government agrees with the Hon. The Senior unofficial member as to the importance of the markets, and provision has been made for the continuance of the work on the Sai Ying Pun and Kowloon City markets. As regards the Kowloon Tong market, which was referred to by the Hon. Mr. Braga as well as by the Senior Unofficial Member, provision was made in the Estimates for 1929 for

a temporary market there, at a cost of \$1,500, and the proposal was accepted at the time without comment. The plans were ready in February, and the work might have been completed by now but for the fact that demands have since been put forward out of all proportion to the sums provided. The revised plans and estimates were only received last month, too late for inclusion in the draft Estimates for 1930, and the justice or otherwise of these demands is at present under consideration, but as at present advised I am inclined to think that Kowloon Tong's demands in this matter are excessive. I do not understand the Hon. Mr. Braga's suggestion that the omission of the market from the Estimates for 1930 is a slight on the Sanitary Board. The suggestion appears to be entirely unjustified.

Children's Playground.

A good deal has been said by the Hon. the Senior Unofficial Member and his colleagues on the subject of recreation grounds, open spaces, and children's playgrounds. The Government readily acknowledges the needs of the Colony in these respects, and as Hon. Members know a Committee has been appointed to go to the whole question. This Committee, of which I have the honour to be Chairman, had only just commenced work when I was obliged to take short period of leave for reasons of health, and on my return everyone was so fully occupied first with the water crisis and then with the Budget that it was found impossible to make progress.

It is hoped that the Committee will resume its labours next month, and will before long be able to make useful representations to Government on this important subject. Meanwhile the Government prefers not to anticipate the recommendations of the Committee, but will await its report before putting forward specific proposals. I am, however, authorised to say that any practicable proposal for the establishment of a Chinese Golf Course will receive the sympathetic consideration of the Government. As regards the children's playground, the Committee, to which special reference has been made, arrangements are now in hand to convert the triangle at the junction of Salisbury and Chatham Road into a public garden and playground on the site in the current year's Estimates. I might add that so far as I have been able to ascertain no previous complaint has been received by the Government regarding the railings of the Chatham Road playground, and enquiries will now be made in this matter.

Aviation and Wireless.

The Government notes with satisfaction the unofficial approval of its attitude towards aviation, and while it can hold out no hope of an increased contribution from the Air Ministry, towards the cost of Kai Tak aerodrome, it has every reason to hope that substantial help towards the cost of the development of the air port will be forthcoming from the Colonial Development Fund recently instituted by the Home Government.

In connection with broadcasting the Government has made a small provision in the Estimates, and while it sympathises with the Hon. Members' desire for more extensive provision, it feels that other demands have prior claims on the funds available.

Afforestation.

Attention is drawn to the sums provided for afforestation in the North and South districts of the New Territories, and it is suggested that they are inadequate. I should explain that these sums are for very minor schemes supervised by the District Officers, and are adequate for their purpose. Large schemes of afforestation are more properly placed under the control of the Botanical and Forestry Department, and adequate provision is made under Head 27.

Post Office and Fire Brigade.

The accommodation at the Post Office will receive consideration in consultation with the Postmaster General. Office accommodation generally is becoming inadequate, and the needs of the Government service as a whole are being considered by a small departmental Committee.

The Hon. Member has referred to the appointment of an inspection officer for the fire-brigade. This officer is required for the inspection of buildings in respect of their safety from risk of fire. On page 45 of the Administrative Report for 1929 the Captain Superintendent of Police, and the Chief Officer, Fire Brigade, will be found a report of the inspection work done during 1928. It involved the inspection of 982 buildings, including 407 theatres and cinemas, 101 garages, and 180 inflammable structures. The work is rapidly increasing as more and more attention is paid to this important matter, and the present fire-brigade staff cannot cope with it except at the cost of other equally important duties.

Accountancy Methods.

The Hon. the Senior Chinese unofficial member took us to task over the form in which the Estimates are printed. I readily accept his suggestion that the totals of personal emoluments, other charges, and special expenditure be shown separately in future and

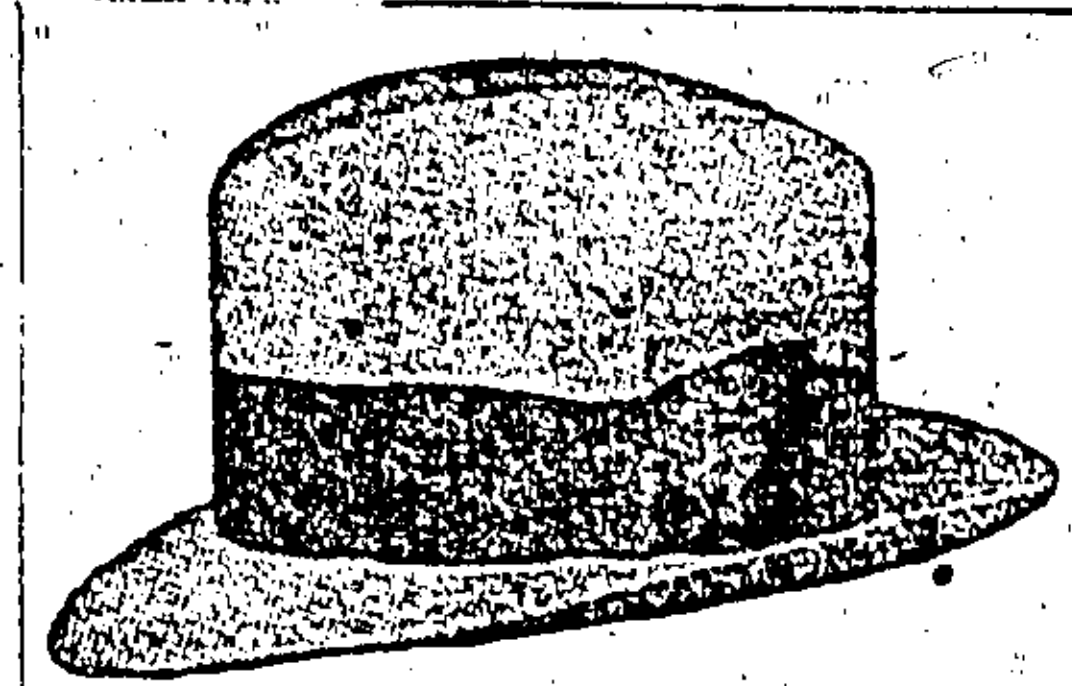
(Continued on Page 8.)

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WEATHER REPORT.

Yesterday's weather report, forecast and remarks, issued by the Royal Observatory at 4.30 p.m., stated:—

Pressure remains highest to the north of Hokkaido and relatively low over the Visayas.

Local Forecast:—E. or variable winds, moderate, fair.

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The Daily Press.

HONG KONG, SEPTEMBER 24, 1929.

CHINA AND AUSTRALIA.

If there is a great issue anywhere in the world upon which public opinion can be truthfully described as solid, it is the attitude of the people of the antipodean Commonwealth on the question of "White Australia." Here and there at times a particularly bold and heterodox individual may give public expression to the view that Northern Queensland never can be settled and developed by Europeans, but such views are usually met with such a howl of execration from Sydney and Melbourne that rational discussion is impossible. Australia boasts of being 95 per cent. British, and declares she intends to remain 100 per cent. White—but at intervals the immigration issue is raised by those who are not Australians, and whose nationals are not permitted to enter the country as immigrants. Mr. W. H. HUGHES, when Prime Minister, had the rather difficult task of placating Japanese commentators on the "White Australia" policy. Though he was not entirely successful in convincing his critics of the equity of the Australian attitude, little has been heard lately of Japan's objections to the bar against Oriental immigrants—which is not to say that the subject has been dropped. Now, however, China has put in a protest—a mildly worded document, apparently, but a protest nevertheless, so far as may be judged from the meagre information at present available.

Last month Mr. SUNG, Chinese Consul-General at Melbourne, presented to the Commonwealth Government a lengthy document dealing with the disability of Chinese citizens in regard to migration to and residence in Australia. The text of this communication has not been made public, but has been described by the Consul-General himself as a memorandum dealing with the restrictions imposed upon Chinese residing in the Commonwealth. The avowed object of agitating for the removal of these disabilities is to create better trade relations between China and Australia. Mr. SUNG denied that the reforms suggested by him would result in an inflow of Chinese into the Commonwealth, but he did say to his interviewer—apropos nothing in particular—that if Chinese were allowed to settle in the Northern Territory, in twenty years Australia would be astonished at the revenue obtainable from what is now waste land. A Brisbane journal, commenting upon Mr. SUNG's memorandum, rejects the suggestion made in some quarters that it was in the nature of an ultimatum, "but no one ought to be astonished if, in the not very distant future, China speaks plainly about the White Australia policy. She may not have much to say that is new on the subject, but she will add her voice to those that are constantly reminding us of a practically empty continent facing the teeming East."

When this issue was being discussed some years ago in its relation to Japan, Mr. HUGHES repudiated the suggestion that the Oriental exclusion policy carried with it any implication of inferiority or hostility. The then Prime Minister explained the position by saying that while he might be quite friendly with a large number of his own people, it was not every man whom he would ask to come into his house. The analogy is good so far as it goes, but the position is not quite so simple as Mr. HUGHES represented it to be. The Japanese might put the situation in another way—is it fair that a man with a huge and almost empty mansion standing in its own vast grounds should deny breathing-space to those who are suffocating in over-crowded tenements? Putting allegories and analogies

aside, the plain fact is that the title of any small fraction of the world's inhabitants to hold and administer a disproportionate extent of the earth's surface for its separate profit is open to question, and actually is being questioned by Powers which it is impossible to ignore. Three years ago Mr. BAUCE, Prime Minister of Australia, in a public speech at Brisbane reminded his countrymen that other nations were vitally interested in watching how the Commonwealth intended to develop and utilise its vast resources. Some felt that if Australians could not do the job properly they would be justified in coming and doing it. "The question was, how long could Australia hold back the flood? Unless Australia was prepared to move forward at a pace never previously contemplated, they would be faced with a situation which would make all good Australians shudder to contemplate it."

China has not got the excuse, advanced by Japan in this connection, that she has no room at home for her expanding people. But China can complain that when the Western nations have some particular reason for desiring assistance, the alleged objections to Oriental co-operation with the Occident do not apply. The Chinese, for example, recall the recruiting of labour battalions for service in France and other war-areas, just as the Japanese recall the Allied requests for assistance in convoying ships. Yet when an attempt was made at the Versailles Conference to obtain from the Allied and Associated Powers a formal declaration of the equality of races, the Western nations refused to make any such declaration. Races are not equal, any more than are men, but the underlying object of the Japanese at the Peace Conference was to obtain Occidental admission simply of the theory of racial equality.

For very obvious reasons, the Allied and Associated Powers declined to put on record any admission of recognising even in theory a principle which cuts across so many policies of racial discrimination. The failure of Japan's effort at the Peace Conference, to obtain recognition of the theory of racial equality caused great disappointment not only in the Far East but in India, whose people are also excluded from Australia and Canada as immigrants. The question of Asiatic settlement in sparsely populated White countries is a very difficult one which will have to be settled eventually, even though that settlement is only a compromise. The six hundred million people in the Orient are bound to have much more influence in world politics than they have hitherto had, and their points of view cannot be simply ignored as of no consequence. Australia just now is engaged in preparing for a big political battle, the result of which may bring Mr. HUGHES back into power, whose views about Oriental exclusion are well-known. Whether it does or not, the memorandum recently presented to the Commonwealth Government by the Chinese Consul-General calls for reply, and it will be very interesting to learn the manner of replying to it. If, as has been reported, the question of admitting Chinese immigrants to the Northern Territory has been raised, Japan may be considering the preparation of a reasoned statement showing what advantages to Australia would result from admitting Japanese immigrants to the South.

News and Views.

One case of typhoid (Chinese) was reported in Kowloon for the 28 hours ending on Sunday.

Mr. Paul Hodgson returned to the Colony yesterday by the President Madison after a trip to England.

The Canton Custom House has issued a notification to the effect that race hounds are not allowed to be imported.

The Canton gunboat Kin Yu which was constructed by Bailey & Company last year has arrived in the Colony to undergo an overhaul and refit at the yard of the same company.

Notice has been given of the forthcoming marriage between Mr. Richard Wemyss Ritchie, Police Headquarters, Hong Kong, and Miss Nancy Riley, of Haddon Hill, Nuwara Eliya, Ceylon.

The Wuchow Municipal authorities are planning a gigantic building scheme to house the poor. The scheme is designed to provide housing for 12,000 people, and only very poor working-people will be allowed to benefit by the scheme.

The "pock-marked man" who was wanted by the police in connection with the murder of a Chinese couple at Tai-O last Friday has been arrested. He is a son of the murdered couple, and the police are investigating the theory that the fatal attack was made following a family quarrel.

Discarding the usual method of jumping into the harbour or swallowing poison, as two others had done during the week-end, a young woman living in Queen's Road West conceived the idea of ending her life by swallowing a chop-stick. According to a police report, she succeeded in getting the article down her throat, and is consequently in hospital.

The engagement is announced between Thomas Percival Croysdale, only son of Mr. Thomas Croysdale, J.P., and the late Mrs. Croysdale, of Hawke House, Sunbury-on-Thames, and Lady Whinnery, of 2, Maids of Honour-row, Richmond, widow of Sir Arthur Whinnery, K.B.E., and only daughter of Captain H. E. Hillman, R.N., of Shanghai.

The Shanghai District Kuomintang has appointed a committee to arrange for a local hospital for labourers and it has been decided to convert the Labourers Summer Diseases Hospital into the new hospital. A portion of the "national salvation foundation" funds collected by the former Anti-Japanese Boycott Committee will be used for the hospital's maintenance.

A motor-car carrying seven persons fell from a height of ten feet at Furiy, Unzen, on the way below from the Golf Links. The accident occurred in an attempt being made by the driver, to turn away from the opposite direction. All the occupants, except one, were injured, some of them seriously and Mr. Furukawa, the owner, who was most seriously injured, succumbed to the injuries three hours later.

The Sanjusangendo Temple, one of the attractions of Kyoto, is shortly to be thoroughly reconstructed at an expenditure of Yen 300,000. The building is now in a state of decay and must be renovated immediately in spite of the retrenchment policy, as it has not been reconstructed since 1268 and not repaired since 1930. Half of the expenditure is to be dispersed by the State Treasury and the balance by the Myōtoin Temple Headquarters, which will open a subscription list.

Owing to illness, Canon B. H. Streeter has been obliged to remain in Kuling since the close of the retreat in August, under the doctor's care. He is at present in the Kuling Hospital. This has made it necessary for him to cancel plans for further visit to Shanghai and Peking before his series of lectures at the Imperial University at Tokyo and later participation in the Institute of Pacific Relations at Kyoto. He hopes, however, to be able to return to Shanghai in November.

Mr. D. J. Hanscom, general passenger agent of the American Mail Line, Seattle, has announced the booking of an Oriental winter cruise party sailing from Seattle on the President Cleveland on January 25, 1930. The party will travel to Manila on this vessel and will return to Shanghai on the President Madison arriving on March 6. After remaining one week there the tourists will visit Peking, Mukden, Seoul, and Japan; subsequently sailing from Yokohama on the President McKinley on April 10. Travel arrangements will be under the direction of the American Express Co.

Mr. Sun Fo, Minister of Railways, and a member of the National Government, arrived in the Colony by the President Jefferson yesterday morning. He was greeted at the wharf by a number of Canton officials, including Admiral Chen Chuk, Mr. Samuel Wong, and the directors of the Canton-Kowloon and Canton-Hankow Railways. Mr. Sun was accompanied by his wife and some attendants. Mr. Wu Teh Chen, who was expected to accompany him, cancelled his passage owing to ill-health. Mr. Sun spent the night at the Peninsula Hotel, and leaves the Colony for Chungshan, his native place, to-day.

CANTON-KOWLOON RAILWAY.

CHANGE IN SERVICE PLANNED.

[FROM OUR OWN CORRESPONDENT.]

CANTON, Sept. 23.

The authorities of the Chinese Railway are making arrangements with the British section to change the running time of the afternoon express train from Kowloon to Canton from 3.20 to 6 for the convenience of the Hong Kong merchants and travellers.

Mr. Lau Kock Hau, managing director of the Chinese sections, stated that most of the travellers find it difficult to leave the British Colony for Canton by train according to the present time schedule. Consequently they are forced to take the night boat, thus affecting the business of the Railway. In order to get back this business, according to the Directing Manager, the time schedule can be altered in such a way as to make it suitable to the customers. The authorities are of the opinion that this change will mean a big increase in the number of persons going up to Canton by train.

It is learned that the British section will agree to this new arrangement if adequate protection can be had. The lack of night service was largely on account of the problem of protection. The matter has been brought to the attention of General Chen Tsi Tong who promised to send a special contingent of soldiers to protect the permanent way if this night service should be resumed.

All the arrangements have been made, according to Mr. Lau, who says this change will go into effect in about a fortnight from now.

"Greedy Landlords."

The Canton Gazette says the General Chamber of Commerce has recently petitioned the Department of Reconstruction calling attention to the evil practices of landlords who always take advantage of the expiration of leases and raise the rents on the tenants to much higher rates than can be paid. The petition asked for action to be taken against such evil practices, which if unchecked would in the long run prove detrimental to trade and the welfare of the public. The Department, upon finding that the complaint is not within its jurisdiction, has referred the Chamber to the Provincial Government. In another petition addressed to the Department by the Chamber the danger of renting houses to Communist suspects and reactionaries was pointed out, and the Chamber urged that close co-operation between the Government Departments and the Chamber be maintained to guard against the greedy landlords to rent houses to such undesirable elements merely because of the higher rents they can receive from such tenants. It is understood that the Department has promised to do whatever it can to help the Chamber to carry out the good work of preserving peace in the City.

Looking Back 25 Years.

Mexican currency being no longer tender in the Philippines, large quantities are being shipped out of the country, and are rapidly flowing into China. 315,000 silver dollars will be shipped from Manila on the Zafiro to-morrow.—Hong Kong Daily Press, September 24, 1904.

Looking Back 50 Years.

The North China Daily News says:—"We are told that the formation of a novel kind of Company or Association is contemplated in Shanghai, to bear the euphonious title of 'The Telephone Exchange Company.' The object is to connect the Hong by means of telephone wires, all leading to the central 'exchange,' where will be stationed an operator in charge, the *modus operandi* being, if one Hong wishes to communicate with another, the name of the latter is spoken to the operator, who at once 'hitches' on the wire in the required direction, and then the interchange of communication goes on until the receipt of a 'cessation' signal. One recommendation of the telephone exchange is that it will render intercourse secret—which the telegraph does not."—Hong Kong Daily Press, September 24, 1899.

FRESH PANIC IN CANTON.

AFRAID OF 'ANOTHER WAR!'

[FROM OUR OWN CORRESPONDENT.]

CANTON, Sept. 23.

Canton is again full of rumours as a result of the reported hostilities in western Hupch between Chang Fat Fui's "Ironsides" and the Central Government. Some believe that the "Ironsides" are making preparations to return to Kwangtung, while others think it is the beginning of a war between the Left and the Rights factions of the Kuomintang.

The merchants in Canton are accepting the Central Bank of China notes with great reluctance. Some merchants particularly the small ones, are already refusing to accept the banknotes notwithstanding Government warnings. The number of people exchanging banknotes for silver in the Central Bank is increasing, and it appears that another serious run on the Government Depository is about to start, unless conditions in Central China get quieter.

From Kwangsi come reports that all is not well there. The financial system is in a muddle. Revenues that should go to the Provincial Treasury are often collected and spent by local troops. Many of the military leaders are not working in harmony with one another. Some officials who are "wanted" by the Central Government are again holding high office.

With a view to remedying these conditions Nanking, it is learned, has decided to send Mr. Wu Teh Shing to Kwangsi to make an investigation and report to the Central Government. Mr. Wu is expected to be in Canton from Nanking in the course of the next few days.

ANOTHER INTER-KWANG CONFLICT PROBABLE.

CHANG FAT FUI'S SCHEMING.

It is learned from reliable sources that the Two Kwangs are likely to be involved in the latest political crisis arising out of the opposition of Chang Fat Fui, leader of the famous "Ironsides," to the Nanking regime.

According to a Shanghai telegram, a clash has already occurred between the "Ironsides" and Nanking troops under Liu Chih at Chungtau. Chang has secured the co-operation and assistance of Chu Pei Teh, Tang Seng Chi, and some military leaders in Szechuan. They are all bitterly opposed to Chiang Kai Shek and fervent supporters of Wang Ching Wei, the leader of the "Left" Wing of the Kuomintang.

Kwangsi Against Nanking.

It is reported on good authority that General Yu Tsok Pak, Chairman of the Provincial Government, has reached an understanding with Chang Fat Fui. General Yu is a supporter of Wang Ching Wei and according to a Shanghai telegram, he and Chang have jointly addressed a telegram to Nanking, asking that Wang be recalled. It seems beyond doubt, therefore, that the new regime of Kwangsi will co-operate with Chang against Nanking. The Central Government has been aware of the treachery of the head of the Kwangsi Administration and has taken appropriate measures to deal with the situation.

The Government has urged Chen Ming Shu, Chairman of the Kwangtung Provincial Government, to return to Canton immediately. According to a Shanghai telegram, General Chen has already left Shanghai, and his arrival in Hong Kong (en route to Canton) is expected in a day or two.

Military Experts in Canton.

The Central Government has also telegraphed to the delegation of 17 military experts dispatched to Canton from Nanking to supervise the reorganisation of the Kwangtung army; instructing them to make arrangements with the Kwangtung military authorities and take precautions against Kwangsi. It is expected that Kwangtung will be ordered to send a punitive army to Kwangsi when the "rebellious" attitude of Kwangsi becomes definitely evident.

NEW THREAT BY SOVIET.

TWO MONTHS TO SETTLE MATTERS.

THE MAILED FIST!

(THROUGH REUTER'S AGENCY.)

MUKDEN, Sept. 23. A message from Moscow states that M. Karakhan has declared that barring a solution of the pending issue within two months, the Soviet will recover the Chinese Eastern Railway by force.

THE "IRONSIDES."

A CLASH REPORTED IN HUPEH.

(Wah Tsz Yat Pao.)

SHANGHAI, Sept. 23. It is reported that Chang Fat Fui's "Ironsides" have already clashed with the Government troops under General Liu Chih at Chungtsu in Hupeh.

A Hankow telegram says that Chang Fat Fui's troops have evacuated Ichang and moved to western Hunan.

According to a Peking telegram, the naval officers of three "foreign countries" have decided to dispatch gunboats to the upper Yangtze for the protection of their respective nationals.

The British and American residents in Ichang are said to have been ordered to leave that locality.

CHINESE TROOPS REVOLT.

SHIPS FIRED UPON AND BATTALION DISARMED.

(BRITISH NAVAL WIRELESS.)

It has been reported that the Commander of the 4th Division ("Ironsides"), Chang Fat Fui, having been ordered North has revolted. Some trouble has developed near Itu.

It appears that Chang Fat Fui's troops are disarming Chiang Kai Shek's troops who were sent up from Nanking. A field gun battery is reported in this position. Some firing has taken place at ships.

One of the China Merchants' S.N. Co.'s ships is ashore and others have been commandeered. Ho Chien is at Changsha. It is reported that Chang Fat Fui is moving to join him.

A report from Nanking states Chang Fat Fui and his 4th Division have arrived at Pukow. It appears there is a move of unknown strength to overthrow Chiang Kai Shek.

MORE RIOTING IN BERLIN.

RIVAL FACTIONS COME TO BLOWS.

(THROUGH REUTER'S AGENCY.)

BERLIN, Sept. 21. A hundred persons were arrested, mostly Communists, in the course of collisions between Nationalists and Communists this afternoon. They occurred during a Nationalist demonstration in favour of a plebiscite on the Bill repudiating all post war treaties agreements, and providing that any German minister or plenipotentiary who signed the agreement, thus imposing burdens on Germany, should be tried for high treason.

Communists hooted the Nationalists and free fights followed. A number of shots were fired, but nobody was injured.

TRADE UNION STRENGTH IN HOLLAND.

BIG INCREASES SHOWN.

(THROUGH REUTER'S AGENCY.)

AMSTERDAM, Sept. 22. At the annual meeting of the Netherlands Trades Unions Federation, the Chairman, Heer Kuper, stated that the membership of the Federation had increased by 30,000 in the course of the past three years.

The membership now exceeded a quarter of a million. Conditions of the Dutch workers had greatly improved.

DUTCH EAST INDIES LOAN.

A NEW ISSUE.

(THROUGH REUTER'S AGENCY.)

AMSTERDAM, Sept. 22. A new bond issue by the Dutch East Indies Government to an amount of £5,200,000 at four and a half per cent. is announced. The bonds will be issued at 95 and are being issued to cover the conversion of the 1923 loan.

CHINA'S RESOLUTION LANGUISHES.

THE "OBSOLETE TREATIES" DISCUSSION.

LITTLE REAL PROGRESS.

(THROUGH REUTER'S AGENCY.)

GENEVA, Sept. 22. A lengthy discussion of the resolution submitted by Dr. C. C. Wu, on behalf of the Chinese delegation, urging the League to make more effective Article Nineteen of the League Covenant, which deals with the revision of obsolete treaties and treaties which are no longer applicable to circumstances, has not resulted in very much progress.

The matter is now being considered by a special sub-committee of the First Committee of the Assembly, and the task of finding an agreed text for submission to the Assembly is giving considerable difficulty.

The sub-committee will hold its fourth meeting to-morrow and it is hoped that it will be possible to frame a resolution satisfactory to all parties.

The principal objection comes from France and the representatives of the Little Entente, who apparently fear that the German support of the Chinese proposal means that Germany will seek a revision of the peace treaties, though it is generally felt that their action, if successful, would be deplorable from the League point of view.

The opponents of the resolution urge that the Assembly should be asked to "appreciate" and not "approve" the resolution.

LAND OF THE SOVIETS.

LEAVES FOR DUTCH HARBOUR.

(REUTER'S AMERICAN SERVICE.)

SEATTLE, Sept. 23. The "Land of the Soviets" has left Attu Island for Dutch Harbour, Aleutian Islands.

TO REDUCE MINERS' HOURS.

MINISTER'S PROMISE AT SHEFFIELD.

(THROUGH REUTER'S AGENCY.)

LONDON, Sept. 21. Mr. Ben Turner, Minister of Mines, speaking at High Green, near Sheffield, announced that as soon as Parliament re-opened steps would be taken to reduce the working hours of the miners.

RUSSIAN ADMIRAL DEAD.

(THROUGH REUTER'S AGENCY.)

NICE, Sept. 21. The death is announced of the Russian Admiral Vessilago, who participated in the capture of Taku forts in 1900. Afterwards he became Commander-in-Chief of the Russian Squadron in the Pacific.

THREE LAND SALES.

GOOD PRICES FOR KOWLOON PROPERTY.

At the Crown Land Office yesterday afternoon three lots of land were sold by public auction. New Kowloon Inland Lot No. 1274, situated at Ki Lung Street between Wong Chuk Street and Maple Street, was sold to Messrs. Chung Yik Hing and Chiu Leung, of 17, Mung Lung Street, for \$20,010. The upset price was \$25,110. The land has an area of about 16,740 sq. feet, with an annual rental of \$118.

The second lot, New Kowloon Inland No. 1275, with an area of about 4,990 sq. feet, was sold to Messrs. Kwong Wong and Kong Kai San, of 1, Wong Chuk Street, for \$8,940. The upset price was \$7,440. It is situated at the junction of Aplui Street and Wong Chuk Street, and has an annual rental of \$34.

END OF COTTON CONFERENCE.

REQUEST TO INDIAN GOVERNMENT.

SPECIAL RESOLUTIONS.

(THROUGH REUTER'S AGENCY.)

BARCELONA, Sept. 21. The International Cotton Federation has closed with a resolution, firstly, requesting the Government of India to have bales for export marked with the characteristics of the cotton; secondly, to establish propaganda communities in all countries and thus stimulate the demand for cotton tissues; and thirdly, to fix the humidity of Egyptian cotton at 9 per cent., but manufacturers to be allowed from 8 per cent.

Producers are forbidden to mix cotton either for ginning or pressing, and mixing is permitted only in milling.

GUNNER'S SUICIDE.

TO AVOID A DRAFT TO THE EAST.

LONDON.—A verdict of suicide was returned at the inquest, at Portsmouth, on the death of Gunner Bernard Richard Bowen, of the Royal Horse Artillery, who was found shot.

It was stated that he had probably committed suicide in order to avoid being drafted to the East.

Major Audley Archdale, officer commanding the battery of artillery, said that Bowen was due to be drafted to the East.

He was bound over for burglary earlier in the year, when he was due to go overseas. A driver said that Bowen told him he had got out of three drafts and would get out of this one.

ANOTHER USE FOR BAY RUM.

INTERNAL APPLICATION WORRYING JURIES OF IOWA.

(United Press.)

Waterloo, Iowa.—The police have announced that they would conduct an investigation of the "five and ten cent stores" owned by S. S. Kresge in connection with the flourishing business in the sale of bay rum.

A Des Moines jury recently outlawed bay rum when it found that habitual drunkards of Iowa were drinking the hair dressing fluid because of its 60 per cent. alcoholic content.

Mr. Kresge is an ardent prohibitionist, and once made a contribution of G.\$500,000 to the Anti-Saloon League.

CATHOLIC EDICT.

MOTHERS OF CHILDREN IN SECULAR SCHOOLS.

Boston.—Catholic priests of the Boston diocese have been warned to deny absolution to Catholic mothers who disobey orders and meet for social reasons, or who educate their children in secular schools. Cardinal O'Connell has issued an edict addressing the Teacher's Institute. In the course of the edict he declared that mothers who send their children to secular schools are depriving children of "their highest birthright—their Catholic faith and their hope for eternal salvation."

The Cardinal declared that Catholic schools are able to give the finest possible training.

REICHSTAG HALTS RADIO BROADCAST.

CONTROVERSY OVER PARLIAMENTARY DEBATES.

Berlin.—Whether parliamentary debates should be broadcast has created a controversy in Germany since the refusal of the council of elders of the reichstag to permit the transmission of a speech by Foreign Minister Gustav Stresemann. Just before parliament adjourned for the summer, Dr. Stresemann notified the reichstag of his intention to talk on foreign policies. The Berlin station, directed by the ministry of posts, desired to broadcast the speech, and made extensive plans to do so. But a majority of the council of elders, or steering committee, objected.

The theory was advanced that if one member of parliament were to be given the privilege of speaking to the nation, every member could demand similar treatment.

STOCK EXCHANGE REFORMS.

DEMANDS BY LONDON NEWSPAPERS.

FRESH SENSATIONS.

(THROUGH REUTER'S AGENCY.)

LONDON, Sept. 23. Public anxiety over the Hatry (Photomation) sensation is shown by the demand of newspapers for a stiffening of Stock Exchange regulations as regards company issues, in order to protect investors; and also the reform of the Stock Exchange Committee itself.

It is pointed out that even the Bank of England lets the public know its official desires and safeguards more readily than the Stock Exchange.

Questions are to be asked in the House of Commons as regards the huge losses of small investors, due to the crash of companies formed during last year's industrial boom. Among the suggestions widely discussed are firstly, the appointment of a responsible City Board to control all appeals to the public to purchase stocks and shares; and secondly, the formation of a National Investment Trust, supervised by the State, to protect investors.

Committee to Investigate.

LATER. A meeting of the Stock Exchange Committee has decided to appoint a sub-committee to examine the clearing sheets of the various Hatry group stocks, with a view to an elucidation of the position. Brokers will be required to supply the sub-committee with the names of clients for whom they deal, and no prices for these stocks are to be made up at present for settlement purposes.

The Stock Exchange to-day opened cautiously, but apart from a number of international stocks reflecting weakness of continental Bourses, the general tone was comparatively steady.

Business is small, and the general inclination is to await further events.

Winding-up Petitions.

LATER. As a result of the accountant Sir Gilbert Garnsey's preliminary examination of the Hatry affair, the Board of Corporation and General Securities, Limited, has decided to apply for compulsory liquidation.

Petitions for the compulsory winding up of the Oak Investment Corporation, Ltd., the Austin Friars Trust, Ltd., and the Dundee Trust, Ltd., will be presented.

Sequel in Liverpool. The Liverpool Stock Exchange has suspended the local stockbroker firm of Messrs. W. H. Dickenson & Co.

The latter has circularised its clients stating that they placed their affairs voluntarily in the hands of the Liverpool Stock Exchange in "consequence of the troubles of a big financial group."

REJECTED I.O.U.'S.

BANKRUPTCY ISSUE TO BE ARGUED.

Twenty I.O.U.'s for amounts totalling \$900 odd, filed as proofs by L. Vass in the bankruptcy of Mary Bristow, were rejected by the Official Assignee, and Mr. Vass appealed in the Bankruptcy Court to Mr. Justice Stevens against the rejection.

A motion by the Assistant Official Assignee (Mr. T. B. Cocker) that the proof be expunged came up at the same time.

Mr. Braga argued on behalf of Mr. Vass that within seven days of filing the proofs should have been rejected. That was not done. Some time after that period, the notice of rejection was received. Counsel said that that was a hardship on the holder of the I.O.U.'s and that the Official Assignee not having rejected them within the prescribed period, the onus now lay upon the Official Assignee to show why they were not admitted.

Mr. Cocker said that had occurred through an inadvertence. He also pointed out that the Official Assignee had had several interviews with the holder, another person and the debtor before rejecting the notes, and that it was not an easy matter to get people to attend the Bankruptcy Office. It had all occupied time.

Mr. Justice Stevens: But I do not know why the Official Assignee rejected the notes.

Mr. Cocker said the reason was contained in the affidavit. The Official Assignee, after he had examined them, and had had several interviews with the alleged signatory and the holder and another, was not satisfied as to the notes' bona fides.

Mr. Cocker added that in the ordinary way, if there had been no delay in rejecting, the holder, as the appellant, would have had to show the court why they should be admitted. The holder was still the appellant, and the Official Assignee was the respondent, and the onus, therefore, lay on the holder to show why they should be admitted.

His Lordship said the point at issue was the bona fides of the notes, and that was for the holder to prove.

Mr. Braga: Then your Lordship holds that the onus lies on my client.

His Lordship said that was so, and the hearing of the issue was fixed for a week later.

GERMAN STEAMER AGROUND.

IN TROUBLE OFF COLOMBO.

APPEAL FOR HELP.

(THROUGH REUTER'S AGENCY.)

COLOMBO, Sept. 23. A wireless from the Hamburg-Amerika s.s. Hecht, which ran aground off the island of Minicoy on Saturday, while homeward bound from the Far East, reports "Two tanks in the fore part of the ship, and also the fore peak, are full of water. The two lower holds are partly flooded. Rush help. Ship uncontrollable." The cargo, including rubber and tea, shipped to Colombo is being jettisoned. A tug has gone to assist.

MONEY-LENDER LOSES TWO ACTIONS.

SUING ON ANOTHER MAN'S BEHALF.

Two claims brought by a Sikh money-lender at the Summary Court yesterday were decided against him. Each claim was on a promissory note for \$20 and \$2.40 interest. Bakam Singh, the plaintiff, said he had been registered as a money-lender for nine years.

The Chinese driver of a P.W.D. lorry was defendant in the first case. He said he borrowed \$20 and signed for double the amount. The money was advanced by Teja Singh, a P.W.D. watchman, who was not a registered money-lender, and the name was left blank when he signed the note. This watchman, however, who was present under subpoena by the plaintiff, denied that he lent the money.

The Puisse Judge (Mr. Justice Wood) said he believed the defendant's story that the money was lent by the other man. His Lordship also found the note to be bad in that it bore a false date. Judgment would therefore be given for the defendant.

In the other case the same defendant signed the note, together with another man as guarantor. After hearing evidence, his Lordship held that this note was prepared for a similar purpose as the previous one, and plaintiff therefore could not succeed in his claim.

PHEASANTS, ART, AND BANDITS.

SPORTSMEN REQUESTED TO ABANDON EXCURSIONS.

Hankow.—The latest suggestion for a restriction on the pleasures of the foreign community here comes from a subordinate of the Garrison Commander. He states that as the time is approaching when foreigners go out shooting and sketching in the country, attention should be drawn to the steps that are being taken to hunt down robbers in all places where there are trees and brushwood. He suggests that the Consular body should ask their nationals not to make excursions this autumn. So far, the American Consul-General is the only consul who has replied to this message. He suggests that Americans wishing to go out shooting should give him time to notify the Commissioner for Foreign Affairs of their plans. As regards the sketching, he knows nothing whatever about it and asks for particulars.

THEFT FROM SHIPYARD.

A young Chinese, who had served four of his five years' apprenticeship with the Kwong Hip Lung shipyard at Chung Shu Wan, gave way to temptation and stole 15 pounds of copper.

Detective Sergeant Meadows brought the offender to Court, together with the stolen metal. He intimated that defendant did not receive any wages, but was supplied with free meals.

The defendant was fined \$12, or fourteen days' hard labour, after his master had told the Magistrate that he had no intention of taking him back after his breach of trust.

SMALL CASES.

A lorry driver was fined \$35 for having defective brakes on his vehicle. The case was a sequel to the knocking-down of a man in Gascoigne Road during the week-end.

Arrested at the Star Ferry for being in possession of 50 piu lottery tickets, a Chinese was fined \$60, or five weeks' hard labour.

Thirteen men were involved in a gambling case, but the odd man stayed away and forfeited his bail of \$5. The principal offender, charged with keeping a common gaming-house, was fined \$50, while the others had to pay \$3 each. A Chinese who refused to submit to a search and struggled with a detective, hitting one of his fingers, had to pay a fine of \$10.

ROUND THE COURTS.

DAMAGE TO GASLAMP IN LONELY ROADS.

Mr. A. W. G. H. Grantham passed sentence of six weeks' hard labour yesterday on a Chinese convicted on a charge of possession of certain pieces of lead, being parts of street gas-lamps, many of which have been damaged during the past few weeks.

During last month, it was mentioned, no fewer than 19 gas-lamps in May Road and Magazine Gap have been dismantled by thieves, the damage done being \$308.

Mr. Bolton, of the P.W.D., asked for a serious view to be taken of the case, stating that there had been much trouble between the P.W.D. and the gas company on account of the Government Department refusing to pay for lamps which were not lit.

KOWLOON KIDNAPPING CASE.

The Kowloon Magistrate (Mr. T. S. Whyte Smith) had a number of cases to deal with yesterday. One that attracted much attention was a charge in connection with the kidnapping of a small boy from 255, Canton Road. Sophia Moham-med, described as a Chinese-Indian, and two Chinese men were the defendants. The charge against one of the men was that he harboured the boy in Nam Hang village, Taiipo.

Outlining the case, Detective Sergeant Fitches said the woman formerly lived with the boy's mother, and had been in the habit of taking him out for walks. During these walks she took him to see the Central Police Station. It was alleged that on September 19, the woman met the boy on his way from school, and took him to the Yau-moti railway-station, where the second defendant joined them.

The party went to Taiipo and stayed at the third defendant's hut. During the night the boy alleged that he heard a conversation about selling him to a man in Fanling. Next day, while the lad was being taken across a paddy-field, he sought the help of some villagers, who took the woman and the second defendant to Taiipo police-station. After hearing further evidence the case was adjourned.

"SMALL BOY" OF 22.

Two Chinese, charged with assaulting another man, gave as their reason for attacking complainant the alleged fact that he struck a small boy. To the surprise of the Court the "small boy" turned out to be an earth coolie 22 years of age!

His Worship asked what the "small boy" had to say, and he replied that complainant had no business to strike him. The mother of the "small boy" interposed to say that the attack was a terrible one, and the "youngster" was nearly killed.

An explanation as to why the coolie was referred to as a small boy was provided by the interpreter, who said that it was a Hakka custom to refer to men who were not married as "small boys."

Complainant and defendants were all ordered to sign personal bonds for future good behaviour.

(Continued at preceding column.)

NAVAL REDUCTIONS.

FRANCO-ITALIAN DOUBTS.

PARIS, Sept. 14. After months of playing the role of watchful and silent spectator while the United States and Britain were in the spotlight on the naval limitation question, French opinion was awakened following the announcement of the possibility of a five Power Conference in December.

French official opinion pretends comparative ignorance as to the lines along which conference would go, but it is understood that a strong view is held that the conference should not be called until there are good chances of success and that, therefore, the issues on which it is definitely certain that there will be all-round objections, should be ruled out.

In this connection, much attention is paid to the reports crediting Lord Robert Cecil with an intention, on behalf of his Government, to lay down three principles as necessary for limitation:—

1. Consideration of trained reserves in calculation of authorised reserves of each country.

2. Limitation of war material directly or by means of military budgets.

3. Form of international control for execution by a general convention, when concluded.

The French emphasise that they have always maintained their objections to any consideration of the question of reserves. It is believed that the British have accepted this in principle. Likewise, it is pointed out that both the United States and Italy are certain to object to international control as an interference with national liberty.

A hope is expressed that the British will not pursue this line.

Le Temps remarks that any attempt at reviving the issues on which the Preparatory Committee for a Disarmament Conference of the League of Nations has already definitely pronounced its views, is both "inopportune and dangerous."

The Italian Attitude.

ROME, Sept. 14. Although no definite pronouncement has yet been made regarding Italy's attitude toward the projected five-Power Conference, Press comment is likely to remain as formerly, namely it will favour the discussion of armaments limitation within the terms of the formula which Mussolini has set for Italy. These terms provide that Italy is willing to reduce armaments to a figure not lower than any of the Continental Powers and the naval force to a point not lower than any of the Mediterranean Powers.

Italy is generally enthusiastic for conferences similar to the one now projected, but she has always expressed her willingness to adhere to such a project on the basis that she will not be placed at a disadvantage regarding naval interests to the benefit of any other Mediterranean Power. Italy is likely to advance proposals similar to those advanced on the occasion of the Anglo-French naval agreement in 1928, namely that each country shall be left free to settle within its total fixed tonnage what particular class of ships it needs and build what is most suited for her defence.

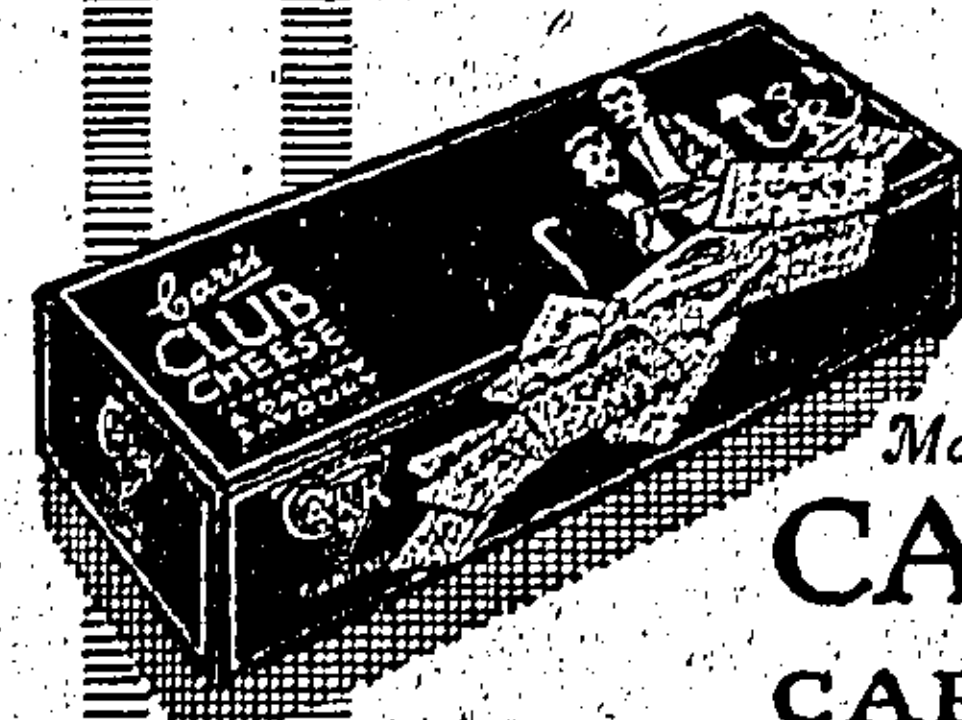
It is stated that Italy specially needs submarines and lighter war craft.

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BUDGET DEBATE CONTINUED.

(Continued from Page 3.)

have issued instructions accordingly. With all deference to the views I deprecate the reversion to the old practice of showing the clerical staff of each office separately under staff of office. It would be a retrograde step in so far as it introduces unnecessary complication, and I venture to hope that it will meet the Hon. Members' requirements if we show the totals of the clerical staff, taken from the appendices, under each head and carry out a total for the whole of the expenditure under the head. I have duly noted the Hon. Member's criticism as regards the inadequacy of the notes in some departments, and will endeavour to secure fuller notes in future years.

The City Hall

I have come now to the remarks of the Hon. Mr. Shenton and desire to sympathise with him in the absence of his favourite schemes from the Budget. I am afraid his fears as regards the adequacy of our financial resources are only too likely to be realised should we attempt to undertake most of the works he has mentioned. A new City Hall, desirable though it may be, must, as an item of Government expenditure, yield priority to many more urgent works.

Vehicular Ferry.

The vehicular ferry is an undertaking which the Government hopes to see undertaken by private enterprise. Various local business organisations have shown interest in the scheme, and a call for tenders is only held up pending the final settlement of the designs to which the piers must conform.

The motor road to Canton is an undertaking for which this Government cannot accept liability. Our own motor-roads already run close to the frontier, and can be linked up with the Chinese road without much difficulty as soon as the latter is ready.

The Government feels that the provision of a house for the infirm is a subject for charitable rather than official enterprise. Much care is required in dealing with such a proposition, lest we find ourselves asked to find asylum for all the infirm of Kwangtung.

Parking at Kowloon Ferry.

As regards the Hon. Mr. Braga's remarks, I have already referred to the Kowloon Tong market, the children's playgrounds, and open spaces. The question of motor-parking at Kowloon Point is mixed up with the very difficult question of the proper development of that area from a traffic point of view. Many schemes have been discussed, but it has been strongly borne in upon the Government that no permanent alleviation of the congestion is possible without the removal of unattended motor-cars and motor-cycles from the area adjacent to the Star Ferry Pier.

As regards the disorderly houses mentioned by the Hon. Member, the matter will be referred to the Captain Superintendent of Police who will be requested to take such steps as may be possible to abate any nuisance. The Captain Superintendent will be ready at any time to investigate any specific complaint which may be brought to his notice.

Kowloon's Naked Hills.

The question of clothing the nakedness of the Kowloon hills with trees is not a new one. It will be referred to the Botanical and Forestry Department, but I am not very hopeful as to the result.

An Omitted Vote.

As regards band concerts in Kowloon, and for that matter in Victoria, it was intended to provide a sum of \$1,800 in the Estimates, but the item was inadvertently omitted from the print. The Government will be prepared to propose a special Vote for this service early next year.

With your own remarks to follow, Sir, the ground of the Unofficial Members' criticisms will, I think, have been covered, and I trust Hon. Members will be satisfied that the Government has recognised the seriousness of their criticisms, and has answered them as fully as the short time available has permitted. We cannot all see eye to eye in matters of detail, but we are at one in general principles, and remembering that we are all united in our desires for the prosperity and well-being of Hong Kong, I hope that Unofficial Members will find themselves able to accept the Budget now presented.

GOVERNOR'S SPEECH

His Excellency the Governor said he was very grateful, both to the Official and to the Unofficial Members of this Council, for the care and attention which has been given to the preparation and scrutiny of next year's Budget. More especially I thank my honourable friends, the Colonial Secretary and the Senior Unofficial Member, upon whose shoulders has fallen the chief burden of debate. The criticisms made by the 'unofficial' members

have been most helpful; and, where any difference in opinion exists between the Government and the Unofficials, it is at bottom usually a question of the priority to be accorded to various projects, which we all of us recognise as desirable in the interests of the Colony.

Water Supply.

The Colonial Secretary and other members of the Government have already dealt with most of the matters mentioned in speeches made by Unofficial Members at the last meeting of this Council; but there remain a few points on which I wish to address you myself. First of all, and most important of all, is the subject of the water supply. The Unofficial Members have unanimously pressed upon my Government the importance of expediting the construction of the dam in the Shing Mun gorge, which, as the Senior Unofficial Member well said, is the corner-stone of the second section of the Shing Mun scheme.

I am as anxious as are the Unofficial Members to see this project pressed rapidly to a successful conclusion, and I can assure the Council that no pains will be spared to obviate any avoidable delay. Mr. Henderson, our Waterworks Engineer, has just returned to the Colony, and I have already impressed upon him and upon my honourable friend, the Director of Public Works, the necessity of preparing plans and estimates for the Shing Mun gorge reservoir with the least possible delay. In my opinion, there is no one in the Colony who can do this work better than Mr. Henderson himself. Unfortunately, Mr. Henderson's hands are already very full with the construction of the harbour pipe line, which he hopes to complete in January next, the construction of the Kowloon bywash reservoir, which is now in progress, and the commencement of the construction of the Aberdeen waterworks scheme, for which tenders have now been received.

I am happy to know that Mr. Henderson has the skilled assistance of Mr. Purves, a very experienced waterworks engineer, who has just declined an offer of promotion to the Gold Coast, in order to remain in this Colony, where the value of his services is fully recognised. By their joint efforts, I have no doubt that Mr. Henderson and Mr. Purves will before long prepare for us detailed plans and estimates for the construction of the second section of the Shing Mun scheme; and, as I have already told the Council, directly reliable plans and estimates for this scheme are in my possession I shall submit the matter for your consideration and ask for the approval of the Secretary of State.

The Harbour Pipe Line.

The Senior Unofficial Member criticised, as I think somewhat unfairly, the delay in constructing the harbour pipe line, and he pointed out that the Unofficial Members of this Council had in November, 1929, urged the Government to bring the pipe line across the harbour. In this matter the Unofficial Members appear to have overlooked the fact that it would have been useless to construct the harbour pipe line until water could be supplied to it from the Shing Mun Valley, and that even to-day the land pipe line has not yet reached Kowloon Point. I informed the Council in my address of September 5 that we still have to construct 3,300 feet of pipe line at Shamshuipo and 450 feet across the railway terminus before it will be possible to deliver Shing Mun water at Kowloon Point. I also explained to the Council on that occasion how work on the Shing Mun scheme began in 1923 and was steadily continued from that time onwards.

It was not until 1926 that the tunnels through Smugglers Ridge and Golden Hill were completed, and after that we still had to build a reception reservoir in the lower Shicklam Valley and a rapid gravity filtration plant, of which the first section, capable of filtering five million gallons a day, has only recently been completed. There is also still under construction, and not yet completed, a covered reinforced concrete reservoir with a capacity of 11 million gallons adjoining these filters. As I pointed out, expenditure amounting to no less than \$2,326,490 had actually been incurred on the development of the Shing Mun scheme up to June 30 last.

Delay Explained.

Honourable members may perhaps ask why the work was not done more rapidly; but to this I would reply, in the first place, that I doubt whether, with the engineering resources at our disposal, more rapid progress was possible, and in the next place, that funds could not more rapidly have been made available. Memories in this Colony are short; but I cannot believe that there is anyone in this Council who forgets the troubles of 1923, 1926 and 1927. The Colony's finances at that time were much embarrassed; it would have been impossible in those years to raise the local loan,

which was successfully floated last year. There was no accumulation of surplus balances, as there is to-day. We were economising in every direction, reducing staff and postponing all expenditure, to which we were not already committed. I claim that, instead of criticising the Government for delay in this matter, there is cause for thanking in this Colony that the first section of the Shing Mun scheme had not to be proceeded with even more slowly than has actually been the case.

Increased Cost Inevitable.

The honourable the Senior Unofficial Member saw no reason why the colonists of to-day should be saddled with long past expenditure upon waterworks, which has been paid from time to time out of revenue; nor did he agree with the principle that all Government expenditure ought to produce a revenue, which would give a reasonable rate of interest on the capital expended. I cannot, however, hold out any hope to this Council, or out any hope to the Colony, that it will be possible to complete the very large and very expensive schemes for waterworks development which are now under construction and in contemplation, without increasing the price paid by residents in this Colony for their water supply. Nor do I consider that it will be any hardship for consumers of water to pay for it at a price commensurate with its cost to Government.

I am informed that the price of water in this Colony is cheap by comparison with prices charged elsewhere. I am collecting data on this subject, and will place the statistics, when procured, before this Council. I do not, however, propose to increase the price of water until it is possible to ensure a full supply throughout the year to all houses connected with the waterworks, both on Hong Kong Island and on the mainland. It would certainly cause justifiable discontent if the Government were to increase the price of water at a time when a restricted supply only can be made available. Therefore, as I intimated at our meeting on the 5th instant, I do not propose to move in this matter until the budget for 1931 is under consideration. It will, of course, be impossible to discard the rider-main system until there is an assured supply of water available both on the island and on the mainland throughout the year; and the Government will certainly give this Council an opportunity to debate the matter before the rider-mains are abolished.

Naval Volunteer Reserve.

I now turn to the question of establishing in this Colony a division of the Royal Naval Volunteer Reserve, for which a sum of \$25,433 is provided in next year's Estimates. I note that the Unofficial Members consider that the formation of such a division of the Royal Naval Volunteer Reserve must detrimentally affect recruitment for the Hong Kong Volunteer Defence Corps; that naval work should be left to the Navy; and that the creation of such a reserve would be alien to the spirit of international concord and fraternity, which is rapidly gathering weight and momentum throughout the world. I should not fail to place the views expressed on this subject by Unofficial Members before the Secretary of State for the Colonies, as the matter is one, not merely of local, but of Imperial concern. There are, however, certain considerations which it is desirable to put before the Council at once.

Why Reserve Forces Are Necessary.

It is clearly impracticable to maintain the fighting services of the British Empire at full war strength in time of peace, and consequently it is necessary to make provision for expansion in the unfortunate event of an outbreak of war. This is the reason for Reserves. The functions of the Royal Navy in war are very varied. They can be classified broadly as "general service," which includes all the sea-going branches, and "local defence," which, as the same implies, is comparatively stationary and is centred round seaports of naval or commercial importance. The duties, which fall to a local defence force, are principally counter-measures against mine-laying and submarines. These are two forms of attack by stealth, which threaten shipping in all navigable waters, especially off naval and commercial harbours, where traffic is necessarily dense and vulnerable. It will be remembered that in the Great War enemy submarines attacked shipping off the Azores and the coast of America, while ships were sunk off Australia and South Africa by enemy mines, and that in this Colony it was necessary to resort to mine-sweeping operations.

The "Next" War.

The amount of training necessary to prepare for these local services is comparatively small; and in a war, where it is necessary to make the most economical use of one's resources, it would be wasteful to employ personnel trained for general services upon specialised local defence measures. Moreover, owing to the distance of Hong Kong from the United Kingdom, local requirements here must in war be met from local resources, and it is to adapt our local resources and per-

sonnel for use in war that the present proposal is put forward. The Council will remember that, in the Budget for 1927, at the suggestion of His Majesty's Government, a scheme was included for the creation of a Hong Kong division of the Royal Naval Volunteer Reserve. That scheme involved the maintenance of two mine-sweeping sloops and considerable personnel. It required a large initial outlay and, once decided upon, would have necessitated heavy maintenance charges. The scheme was adopted by this Council and the sum of \$40,000 was voted as the estimated expenditure for half a year; but, in view of the financial situation then existing, the Secretary of State for the Colonies decided to postpone the matter.

A Modest Proposal.

The new proposals are much more modest. There will be small initial expenditure; and, if for any reason it should hereafter be considered inadvisable to continue the scheme, there would be no commitments which would affect a decision to disband the force. The organisation would, however, be such that it could expand in keeping with the requirements and resources of the Colony. The Admiralty is assisting the Colony free of charge, the latest form of mine-sweeping equipment and a gun, which will be mounted in the Colony's rescue-boat Kau Sing. The Admiralty has also agreed that naval officers and instructors should for the present assist in the training of the volunteers.

An Experimental Project.

It is intended that the year 1930 should be regarded as an experimental period, during which enlistment will be for one year only, and the main objects will be to try out the scheme and select individuals from those volunteering for posts as instructors. In the first year up to thirty volunteers will be selected, and will be given instruction in signals, and in the use of small arms. Mine-sweeping and gun practice will be carried out from the Kau Sing, which will make a series of week-end cruises, within the waters of the Colony. Volunteers will undertake to serve when called out in emergency in colonial waters. They will not be required to serve away from Hong Kong, unless they specially elect to do so.

No Effect on V.D.C.

It is obvious that the scheme, which I have outlined, is on so small a scale that it will not interfere with enlistment for the Hong Kong Volunteer Defence Corps. Nor are the volunteers, who are likely to enlist in the Hong Kong division of the Royal Naval Volunteer Reserve, men who would be likely to join the Volunteer Defence Corps. The Government carefully considered whether the formation of this unit would be likely in any way to prejudice recruitment for the existing Volunteer Defence Corps, and decided that there was no such risk. Nor is there any prospect of the scheme committing the Colony to increasing expenditure in future years.

International Concord Not Affected.

As honourable members will observe from the description of the scheme which I have given, it is concerned simply and solely with the defence of the shipping of this Colony in time of emergency, and at a time when the Royal Navy might not be able itself to engage in mine-sweeping operations round the waters of this Colony. The scheme is purely one of defence, and there need be no fear that it will in any way militate against the growing spirit of international concord and fraternity.

The Circular Road Not Premature.

The next matter upon which I wish to touch is the proposal for a road through the Saikung district of the New Territories. The Unofficial Members, with the exception of the honourable Mr. Braga, criticised the proposal. They must have overlooked the fact that the Saikung district has now formed part of the New Territories of this Colony for thirty years, and that during those thirty years nothing whatever has been done for the development of the district beyond the construction of a police-station at Saikung, in 1900. Honourable members, of course, represent in this Council the interests of taxpayers in the Saikung district no less than in other districts of the Colony, and I doubt whether on this subject the numerous villages in that area and the prosperous market at Saikung would share the views of their representatives in this Council. It may be that Unofficial Members have been alarmed by the magnitude of this work, which is described in papers laid on the table as a circular eastern road, 25 feet wide and 2½ miles in length, costing in all \$1,170,000. The work is, however, such that it can be done section by section, as fast or as slowly as local requirements and the financial resources of the Colony may prescribe.

The First Stage.

At this stage, the Government proposes to do no more than construct the first section of the road from Kowloon City to the village of Ma-yau-tong in the gap overlooking the harbour between Customs Pass and Lyemun. This section is four miles in length and is estimated to cost \$200,000. The object of this section of the road

is to open up a hill district for the Kowloon peninsula similar to that on Hong Kong Island. There is no doubt that the rapid growth of Kowloon as a business centre makes it very important that the hills above the northern side of the harbour, where future commercial development on a large scale is to be expected, should be made available for residential purposes. So far from being premature, I venture to think that this scheme has been far too long delayed. The Taiipo Road does not open up any hill district above Kowloon, because it passes through the waterworks' reserve, which is not available for residential purposes. The Castle Peak Road runs for the most part over flat country and does not open up any hill district. Therefore, it still remains necessary to-day for any business-man in Kowloon peninsula, who likes to spend his nights in the cool of the hill-tops, as he does at the Peak in Hong Kong, whereas he could much more conveniently build his house on the attractive hill-range spreading between Customs Pass and Lyemun.

What Might Have Been.

In connection with this Saikung Road, as it has been called, I may say that I should very much have liked to provide in next year's Estimates for the construction of another section also, namely that which branches off from the Taiipo Road near the head of Tide Cove, and crosses to a small promontory at the site of the old Shatin police-station. The new road at this point will be a causeway, similar to that which members of this Council are well acquainted near Taiipo; and it will reclaim a very large area of flat land, eminently suitable for recreation purposes. This area could be approached, not only by the Taiipo Road, but also by the railway, which already has a station at Shatin. It would, therefore, be easily and cheaply accessible to Kowloon residents, and it is here that large recreation-grounds could be formed, including the golf links, for which the Chinese community is pressing.

Nothing would have pleased me better than to include a sum in next year's Estimates for this section of the work; but, unfortunately, funds are not now available, and all that the Government presses for at the moment is the construction of the section above Kowloon, which will open up a hill district on the mainland, and for a sum of \$5,000 to be voted by way of supplement this year for forming a permanent trace of the whole road, as projected. It is most desirable, of course, that the trace should be permanently marked out, in order that the work already done by the engineers of the Public Works Department in connection with this scheme may not be thrown away.

Government's Modest Demand.

Beyond this, however, the Government does not propose to go at the present time, and whether further sections can be built in future years will depend in part upon the recommendations of the Recreation Grounds Committee, of which my honourable friends, the Colonial Secretary, is chairman, and on which many members of this Council have lent an ear, and the money which can be made available to this Colony for Public Works Extraordinary.

"Most Beautiful Road in the World."

Before closing my remarks upon this subject, I should like to express my concurrence in what has been said about this road by the honourable Mr. Braga. I am very familiar with the whole 25 miles of the proposed trace of this circular road, and I have no hesitation in saying that it will be, when completed in years to come, the most beautiful road in this Colony. I would even say the most beautiful road with which I am acquainted in any part of the world.

Causeway Bay and Quarry Bay Road.

The Unofficial Members of this Council have urged upon my Government the necessity for pressing

on with the construction of the new 100-foot road between Causeway Bay and Quarry Bay. It is the settled policy of the Government to complete this road, and I hope very much that it may be possible in the Budget for 1931 to provide the full sum estimated to be necessary for that work, namely, \$335,000. There is, however, no advantage in doing this work piecemeal. Once begun, it should be finished off, and the full amount necessary should be made available. It is not possible to allocate so large a sum from Public Works Extraordinary for this single work next year, and I consider that the public interest will be better served by completing the Tai Hang Road, the road connecting Garden Road, Bowen Road and May Road, the widening of May Road from the tram station to Conduit Road, and the strengthening and improvement of various roads on the mainland, as provided for in next year's estimates.

I may explain that the scheme for a 100-foot road from Arsenal Street to Shau-ki-wan main street is one of considerable magnitude. The total length of the road will be 4½ miles, of which 2½ miles have already been completed. Two further sections, each 600 yards long, between Causeway Bay and North Point, have been partly completed for half their width, but are not yet surfaced. There are also provided in next year's Estimates sums of \$100,000 for re-alignment of the roadway between Great George Street and Causeway Bay, and of \$13,000, being half of the expenditure on the 70-foot road opposite Marine Lots 430 and 431 in the road from Causeway Bay to Quarry Bay. Both these works form part of the project for carrying a 100-foot road from the centre of Victoria City to Shaukiwan. More than this cannot, I fear, be done next year, unless there should be such an increase in our estimated revenue as might justify me in proposing a supplementary vote for the purpose.

The Value of the University.

Both as Governor of the Colony and as Chancellor of the Hong Kong University, I welcome the remarks made by the honourable Mr. Shenton on the subject of the University. I fully agree with him that the University serves a most useful purpose, not only as an educating factor, but in providing the Colony with useful citizens. I very much hope that both the Hong Kong Government and the commercial concerns of this Colony will avail themselves more and more each year of the facilities which our University provides, and that they will assign an increasing number of positions in their service to University graduates.

Government Support.

I further agree that the Hong Kong Government should, within its means contribute liberally to the support of the University, for the success of the University is bound up with the success and prosperity of the Colony. Every effort has been made and will continue to be made by this Government to secure an allocation of part of the Boxer Indemnity moneys as an endowment, and the money which can be made available to this Colony for Public Works Extraordinary.

The honourable the Senior Chinese Unofficial Member enquired why the grant in aid of the University School of Chinese is reduced from \$48,000 to \$40,000 in next year's Estimates. The explanation is that the sum of \$40,000 is the estimate of the cost of this school in the fourth year of its working, when a full staff, including a principal, has been engaged. As yet no principal has been appointed, and the full estimate of the cost of this school for next year, as prepared by the University authorities, is only \$40,000. Therefore, this sum only is included. I may here say that the Government attaches great importance to the University School of Chinese, and



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Tung Wa Eastern Hospital.

The Chinese members of this Council have asked the Government to make a substantial annual grant to the Tung Wah Eastern Hospital, of which the foundation-stone was laid last year, and which will, I understand, be ready to be opened at the end of next November. No provision for such a grant was made in the draft estimates because the Directors of the Tung Wah Hospital were until very recently in doubt whether funds for the maintenance and working expenses of their new Eastern Branch Hospital could be found. A written assurance has now been given by the Chairman of the Tung Wah Hospital, on behalf of all the Directors, to my Government through the Secretary for Chinese Affairs that they will hand over to their successors a sum of at least \$100,000 specially raised for the Tung Wah Eastern Hospital Fund. I shall, therefore, be willing early in next year to recommend to this Council a supplementary vote of \$25,000 as subsidy to the Tung Wah Eastern Hospital upon the distinct understanding, however, that in the unfortunate event of the Directors at any future time finding themselves unable to carry on for lack of funds, the Eastern Hospital and its management shall be handed over to Government.

Friendly Relations With Canton.

It remains for me now to thank the Unofficial Members of the Council very sincerely for the patience and attention with which they have listened to the presentation of the Government's case, in connection with the Budget, both at the meeting of the 5th instant and again to-day. I do not myself consider next year's Budget in any way disappointing. On the contrary, I think it shows a steady progress in the Colony's prosperity.

(Continued on Page 9.)

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BUDGET DEBATE CONTINUED.

(Continued from Page 8.)

We have now completely recovered, I venture to hope, from the blow dealt us by Bolshevism in 1925. We have re-established very friendly relations with the authorities of the Kwangtung province, and I look forward to years of fruitful co-operation between the Hong Kong Government and the Canton Government for mutual benefit to British and Chinese trade. There may be nothing spectacular in next year's Budget, but we have now for the most part overtaken the commitments of the past, and, if the finances of the Colony continue to show elasticity and strength, I have no reason to doubt that we shall be able before long to take up works of considerable magnitude, in addition to the large waterworks, which we propose to construct.

SIR H. E. POLLOCK LEADS ATTACK.

THE G.M.S. LAUNCH AND THE GAOL

"UNANIMOUS" OBJECTION TO R.N.V.R.

Immediately following His Excellency's speech, the Colonial Secretary (the Hon. Mr. W. T. Southern, C.M.G.) proposed that the Council go into Committee to consider the Appropriation Bill clause by clause for the second reading. All went well until the item referring to the allocation of two new launches for the Government Marine Surveyors came under consideration. Sir Henry E. Pollock, K.C., the Senior Unofficial Member, then fired the first shot and moved the following motion, which was seconded by the Hon. Mr. W. E. L. Shenton:—

1. That the proposed vote of \$996,342 for the Harbour Department and Air Services be reduced to \$825,342 by the omission from it of the following two items, on page 27 of the Estimates for 1930, namely:—
23. One new motor-launch for G.M.S. Department \$30,000, and
25. One new launch for carriage of stores and relief \$40,000,

and that the necessity for these items be referred to the Harbour Board for the purpose of reporting as to such necessity to this Council.

In explaining the motion, said Sir Henry Pollock, it was unnecessary to draw attention to the fact that a Harbour Board had been recently appointed, of which the Harbour Master was Chairman. While the speaker was indebted to the Harbour Master for a full statement with regard to the launches in his department, he felt that the question could not satisfactorily be determined by debate in Council but it could certainly be better determined and reported upon by the Harbour Board. In that way, the Council would form a very good idea as to whether, in fact, the new launch for carrying reliefs and stores was required or not.

He was aware that he had a "ground" to make in connection with this item but he considered the words appearing in the estimates, "for carrying stores and relief," to be very misleading and that was why he suggested in his speech at the previous meeting it could be used for that purpose. He had been under the impression that the word "relief" referred to an emergency as it did not suggest to him at the time that it referred to any of the numerous launches already under the control of the Harbour Department.

He did submit, however, that the purchase of a new launch was a matter for the Harbour Board to decide as the Harbour Department seemed to have done without it for some time past. The Board could also consider whether the launch Lila could not be put to some such use as it had been placed at the Harbour Master's disposal.

Sir Henry pointed out further that one launch was already under construction for the G.M.S., two were already in use and the allocation of yet another launch would mean that the Surveyors would have double the number they had worked with in the past.

Mr. Southern Replies.

"If the honourable members of this Council are not prepared to accept the advice of the Harbour Master in this matter, I quite agree that this Council is not the proper place to debate upon it," replied the Colonial Secretary. "The Government is quite prepared to meet the wishes of the Honourable Unofficial Members up to a certain point. Will it meet with the Unofficial members' wishes if the note is passed without alteration but the Government undertakes not to spend the money until the newly-constituted Harbour Board's report is considered by the Finance Committee?"

Sir Henry: "The Government will abide by the decision it comes to."

His Excellency: The proposal is that this item stand part of the Bill but that the Harbour Board consider the matter and, if their report is satisfactory, then it will go

before the Finance Committee. If the Finance Committee passes it, then it will come before the Council.

Sir Henry: Thank you, Your Excellency. That will meet our wishes.

Sir Henry's next motion was:— That the proposed vote of \$885,884 for the Prisons Department be reduced by the omission of the following three items appearing in the Estimates for 1930, namely:—

- Item 22 on page 45 lineotype composing machine \$14,300
- Item 23 on page 45 rota print machine 6,550
- Item 4 on page 84 Victoria Gaol New Printing Shop 100,000

and also by the omission of the sum of \$7,350 being the proposed personal emolument of three officers (new posts) in the said new printing shop, as set forth on page 46 of the estimates.

Sir Henry explained that he had been informed by a high Government official that Victoria Gaol would do service for another ten years and the Government should not put a new office into the old building because it would be paid later on. "We don't want to spend more money on a new gaol because we have a splendid printing office in the old one." (Laughter.)

Mr. Braga seconded Sir Henry's motion.

The Colonial Secretary said the item was put in by the Government entirely as a matter of economy. The Government did not like the gaol—(laughter)—any more than Sir Henry Pollock—(more laughter)—and the other unofficial members—(renewed laughter). If they had the money to build a new one, the speaker would propose that they started the work next day.

At the same time, it had to be remembered that the requirements of the Government Civil Hospital were the more urgent. It had to be remembered that the Government was not yet able to start on the building of the new hospital. He stood by his previous statement that they would be looking forward to a new gaol in ten years' time.

In 1927, \$75,000 had been saved by the printing done in the gaol. He had it from the Acting Superintendent of Prisons that the two printing machines were required for doing extra work which would mean increased saving.

Mr. J. P. Braga.

Mr. Braga doubled the economical aspect of the case and suggested that the cost of a new building, plus the new machines, was far in excess of the cost of printing done outside the gaol. He suggested further that economies with regard to the quality of the paper could be used.

His Excellency replied that he would press against the opinion of the unofficial members of the Council. The cost of building the new Government Civil Hospital and a new gaol would be about \$5,000,000 each. The sum of \$10,000,000 would certainly not be available in the near future and, in any case, the hospitals would be given priority. Therefore, he thought it would be right to assume that the gaol would not be rebuilt within the next ten years and the proposed new printing works were quite justified.

The Colonial Secretary said he had just been informed that the new linotype machine would mean the saving of the work of twenty compositors.

Sir Henry Pollock then conferred with the unofficial members. When he resumed his seat he announced that they were prepared to accept the vote as far as it related to the machines but they thought the number of officers should be kept as at present, despite the fact that the emoluments mentioned in the estimates referred to transfers among the wardens and the engaging of only three new officials.

His Excellency: You are of the opinion that the proposed new printers should not be erected?

Sir Henry: We shall be against it!

It was finally agreed that the machines be purchased but that no money be spent on rebuilding the gaol without the matter being reconsidered by the Finance Committee and sanctioned by the Council.

The Road to Sai Kung.

Sir Henry said that, with regard to the proposed new road from Kowloon City to Sai Kung, he had a very clear knowledge of the country as he had cruised around the waters in the neighbourhood in a yacht for 25 years. He could not agree that the expenditure was justified in view of more pressing calls on the Government's purse.

The road would pass above the hills around Tai Po which were not yet built upon. Mr. Braga was the only unofficial member who would not oppose the scheme.

His Excellency said he was afraid the hills could only be reached by the proposed motor road. It was not the point to say that houses were not yet built on them. The hills would provide sites for houses for present dwellers in Kowloon. They could not build their homes along the Tai Po Road until they got beyond Tai Po and then they would

(Continued at foot of next column)

BAMBOO PULP.

CERTAIN FAILURE OF WOOD.

The report on the Burma Bamboo Pulp Survey is thus commented on in the *Indian Trade Journal*. According to the author the notes and information contained in this report are the result of reconnaissance surveys made by him through various districts and of manufacturing operations on the species concerned carried out in the pulp and paper factory of the Forest Research Institute at Dehra Dun.

It is anticipated that the probable demand for bamboo pulp will centre round one clear and alarming factor, viz., the early exhaustion of the woodpulp supply, or at least the coming, certain failure of wood to provide for the extremely rapid expansion of cellulose using industries. These are now by no means confined to paper and goods made of paper; they cover boxes and containers for almost every description of manufactured goods, artificial silk, celluloid explosives, paint and varnish, photo films and sausage skins, etc.

Paper-Making Problem.

The world's present consumption is estimated to be about fifteen million tons per annum, of which 85 per cent. is made from wood and is increasing at the rate of 25 per cent. every ten years. Consequently it will be about nineteen million in 1937, and each ton of it requires nearly three tons of wood. Concurrent with the rapid growth of the cellulose industries there has been a still more rapid expansion in the timber using trades, and that the sawmill is now a better market so that the pulp mill lives on the fragments that the other rejects.

The author believes that a final solution of the paper maker's recurring problem of supplies will only be found in the vast stores of the waste products, chiefly Gramineae, of the forest and waste lands of the Tropical and Sub-Tropical belt, of which bamboo is the most important. It is annually self-reproductive and may be cropped every fifth to seventh year, and not 60 year crops, as is the case with wood. Further bamboo pulp can be produced at a cost which will permit its export to Europe. The immediate markets open are those of India, Japan and Australia to which present exports from Scandinavia are about 80,000 tons per annum and are growing yearly.

Capital Requirements.

The author examines in detail the capital costs involved under the heads machinery, freights, production costs, chemicals, fuel, labour, etc., and arrives at the estimate that the standard estimated cost of production is c.i.f. Calcutta Rs. 107-14 a ton as against Rs. 188-8 which has been the average cost of wood pulp c.i.f. Calcutta during the past three years.

Mr. H. W. A. Watson, the Chief Conservator of Forests in Burma, contributes a foreword in which he points out the heavy requirements of capital, the difficulty of bringing supplies to the mill, and the instability of labour as vital points for consideration by anyone who proposes to undertake the enterprises and emphasises the necessity for a careful verification of the estimates and a study on the spot before embarking on it.

And their houses too distant to be able to go daily to Kowloon and Hong Kong to their work. It rather prejudiced the question by referring to it as the Sai Kung Road. The blame for that rested in the printed estimates.

Within the next ten years, Sir Cecil continued, the population of Kowloon would be greater than that of Hong Kong. When the New Territories were taken over, the population of the Peninsula was only about 10,000. When the last returns were drawn up, it was something like 300,000.

Sir Henry asked for a division on the vote. All the Official Members and the Hon. Mr. J. P. Braga voted in favour of the motion and Sir Henry Pollock's motion. "That the item of \$3,840,750 for Public Works Extraordinary be reduced to \$3,840,750 by the omission from it of the sum of \$200,000 for the proposed road to Sai Kung in the Estimates for 1930," was defeated by ten votes to seven.

Sir Henry also proposed a motion opposing the vote for the establishment of the R.N.V.R. unit in Hong Kong.

His Excellency pointed out that the matter was an Imperial question and the motion had better be left in the hands of the Secretary of State for the Colonies. The fact that all the unofficial members were opposed to the vote would be officially represented to the Secretary of State by His Excellency in a dispatch.

Sir Henry Pollock: I hope it will go on record that the unofficial members of this Council object to the proposal unanimously.

His Excellency: That will be recorded.

The Bill then passed the third reading.

His Excellency: I take this opportunity of thanking the members of this Council for the provisions they have made for the financial workings next year.

The Council then adjourned sine die.

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TJISONDARI	SHANGHAI & AMOY	9th Oct.	25th Sept.	BATAVIA
TJILEBOET	AMOY	8th Oct.	26th Sept.	MANILA, M'KAR & SOERABAYA
TJIKEMBANG	SHANGHAI & AMOY	7th Oct.	27th Sept.	BATAVIA
TJIKARANG	SHANGHAI & AMOY	17th Oct.	28th Sept.	BATAVIA
TJISALAK	AMOY	20th Oct.	29th Sept.	MANILA, M'KAR & SOERABAYA
TJIBADAK	SHANGHAI & AMOY	3rd Nov.	30th Sept.	MANILA, M'KAR & SOERABAYA

NORTH BOUND.

STEAMERS	FROM	EXPECTED ON OR ABOUT	WILL LEAVE ON	FOR
TJIKEMBANG	BATAVIA	25th Sept.	27th Sept.	AMOY & SHANGHAI
TJILEBOET	JAVA, MAKASSAR	27th Sept.	30th Sept.	SWATOW & AMOY
TJIKARANG	BATAVIA	5th Oct.	7th Oct.	AMOY & SHANGHAI
TJISALAK	JAVA, MAKASSAR	11th Oct.	14th Oct.	SWATOW & AMOY
TJIBADAK	BATAVIA	18th Oct.	21st Oct.	AMOY & SHANGHAI
TJISAROE	JAVA, MAKASSAR	25th Oct.	27th Oct.	SWATOW & AMOY

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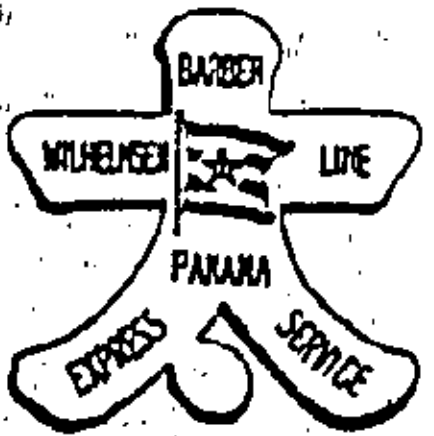
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Money and Markets

GOSSIP FROM THE SHARE MARKET.

BUSINESS IMPROVING IN THE "RIALTO."

EWO FLUCTUATIONS: LOCAL STOCKS RISING.

FREE ADVICE FOR INVESTORS.

(By "KUFAN.")

This week I have good news for those who have money invested in Hong Kong stocks. The volume of business transacted in Lee House Street has been distinctly encouraging, and there are indications everywhere that the share-market is on the way to normalcy. I need hardly say that the business done last week was nothing like pre-Strike figures, but it is gratifying to record that most of the business has been for cash shares, and that there is an absence of forward sales of a speculative character.

Perhaps the lessons of 1923 are still fresh in the minds of brokers and their clients. That forward sales will be indulged in, and will prove fascinating and alluring at all times, I have no doubt. But what I am glad to observe is the restraint generally exercised in forward transactions. Reckless gambling is not business, and should be put down with a strong hand.

The Chinese of Hong Kong, I learn, are coming into the market again, and with them comes their money, which has been withdrawn from the market during the last three years. Already there are inquiries for several good local stocks, and although I do not go so far as to predict a "boom" I venture to say that prices in general will be very much higher in December than at the moment. The future is undoubtedly bright, and those who know the history of the slump in our local market will no doubt sympathise with the brokers for the "dark days" which they have gone through. Rises have been observed in almost all good stocks, and few, if any, have actually gone down.

The good news announcing the dividend and profit of the Ewo Cotton Mills started the bull-rising. Many who had withdrawn from the market, so to speak, came out again and bought Ewos. They have all made money, and human nature being what it is, are looking for other channels of investment, hence the new interest in Hong Kong stocks.

Sharebrokers whom I have seen during the week told me they have done quite well in local stocks, and the fever for Ewos has given way, for the time being at least, to business in a number of local shares. Ewos looked like monopolising business in the earlier part of last week, but the attractive prices offered found many sellers and rates could not be maintained. There is a suggestion that Ewos will touch T.S. 30, but I do not advise investors to bank on this. If Ewos are due for a rise it will be very gradual, but should it take a sudden "jump" and confound the experts, I am sure many sellers could be found. Holders of Ewos would do well to remember that the Shanghai market is hardly influenced by Ewos position in Hong Kong. Rather is it the opposite.

HONG KONG BANKS were done at \$1,235 to \$1,245, and finished up with buyers at the latter rate.

UNDERWRITERS also improved slightly: shares changed hands during the week at \$2.05 and \$2.10, and are still wanted at \$2.10.

UNIONS are wanted at \$350 but this rate does not seem to attract sellers, and I would not be surprised to see higher rates during the coming week.

WHARVES are inquired for at \$138.

PROVIDENTS—A fair number of shares changed hands at \$4.75, and closed with buyers at this rate.

HONG KONG HOTEL—Shares changed hands at \$9.35 and \$9.45, and there is still a good demand for this stock at \$9.45.

HONG KONG LANDS were put through at \$61.50, and there are still buyers at this rate.

HONG KONG REALTIES came to business at \$7.60, and a few small buyers are still inquiring for shares at this price.

HUMPHREYS are wanted at \$14.50.

HONG KONG TRAMS—A large number of shares are being taken off the market at \$18.10, and they finished up with buyers wanting more shares at \$18.30.

CHINA LIGHTS experienced a slight recovery during the week. In the early part of last week they were done as low as \$12.50. Then they had a sharp jump to \$13.25, but finished up on Saturday with sellers at \$13.10 after business had been done at \$13. Buyers are only offering \$12.90.

STAR FERRIES are firm at \$67.

ELECTRICS—A large number of shares changed hands at rates varying from \$62 to \$62.50. There are still a number of buyers at \$62.25, and a few sellers at \$62.75.

CEMENTS were done at rates varying between \$9.20 and \$9.45. Further shares are wanted at \$9.40.

EWOS have been the subject of rather big business during the week. The market opened on Monday with buyers offering something like T.S. 31 for cash, and the demand was kept up until T.S. 23.75 was paid for cash shares on Wednesday morning. On Thursday they had a slight set-back, and the shares have been gradually sliding back until only T.S. 31.30 was offered for shares on Saturday.

REPLIES TO READERS.

Write to "Kufan," c/o The Editor of this paper, for any advice desired on the Hong Kong, Shanghai and Singapore market. Information of any nature can be given concerning the price and prospects of any stock; also questions relating to practice will be answered.

Steps will be taken to ensure a full reply as possible, but it is distinctly understood that the writer incurs no liability by so doing.

Correspondents are asked to send in their names and addresses, but not for publication. A non-plethora is desired to enable those seeking information to pick out readily answers intended for them. Those who have written in last week will find answers to their queries below:—

H.G.S.—Sell No. 1, but do not invest your money in No. 2 straightaway. I am not an enthusiastic over this Company's prospects as you seem to be. Why not wait until something good comes along? As you will have seen, I think the share market will be much better by the end of the year, when you can pick and choose.

TWELVE KNOTS—Of the twelve stocks you name, I recommend Nos. 5 and 7. Both are capable of capital appreciation, and in buying these shares you will be sure of a regular dividend. GREAT—All I can say is that the figures laid before you are too tempting. You will find things different when you have made an investment in that stock. There can be nothing gained in buying London listed rubber stocks while you are in Hong Kong.

HYPHEN—I see no objection in your investing in the two stocks you mention. Better get in now, as rates will be mounting soon.

AGNOSTIC—I can see your idea, but frankly, there is no ground for recommending you to buy the shares you mention, and if there should be any appreciation in share value in the next two months, I shall put it down to the general improvement in the market. On merits, there should be and can be no improvement.

SHAREFAN—If you are in no pressing need of money, don't sell just now.

TOY 2540—Yes, I advise you to sell at present rate. There are a good number of shares offering in the market at \$1.50, and this will give you an idea of what you might expect for your holdings.

HONG KONG TRADE.

TEXTILE BUSINESS REMAINS DULL.

The fortnightly report of the Hong Kong General Chamber of Commerce contains the following references to cotton and woollen goods:—

Cotton Piece Goods and Fancy Cotton Goods.

The following reports have been received:—

The market remains very dull, and there is nothing of importance to report either in the way of new sales or tentative inquiry.

Dealers are more concerned about the satisfactory liquidation of their present holdings than the question of catering for their future possible requirements.

The slight improvement reported in deliveries has been maintained and should expand in the near future.

Latest Cotton quotations to hand are those of the 15th instant, when Mid. Am. "Spot" was quoted in Liverpool at 10.25d. and Eg. Sakel 17.53d.

Another report states:—Very little interest is being taken in Staples and Fancies at present. There has been a steady off take from goods on hand, but dealers show no signs of making new purchases.

Woollens.

Clearances of newly-arrived cargo continue to be fairly satisfactory, but dealers complain of the poor market prices, and are having to grant special credits in order to effect sales. Although Bradford prices are easier, they do not arouse any interest in new business, and are offset to some extent by the decline in exchange.

Cotton Yarn.

A small business has been done in spot cargo at price of \$10 below replacing cost.

Nominal quotations are as follows:—No. 10s. \$160-180; No. 12s. \$185-190; No. 16s. \$195-200; No. 20s. \$205-215.

CONSIGNEE NOTICES

NOTICE TO CONSIGNEES.

OCEAN STEAMSHIP CO., LTD.

AND

CHINA MUTUAL STEAM NAVIGATION CO., LTD.

CONSIGNEES per Co.'s Vessel "TALYTHIBUS"

FROM SEATTLE, VANCOUVER AND VICTORIA VIA JAPAN

are requested to take Delivery of Flour and Lumber Shipments as soon as the Vessel is ready to discharge and are hereby notified that if their Lighters are not placed alongside the Vessel as required, their Shipments will be discharged into Holt's Wharf, Kowloon, at their expense, where the Cargo will be also at their risk and expense, and subject to the Terms and Conditions of Storage at Holt's Wharf. The Vessel will Commence Discharge on the 24th September.

General Cargo will be discharged into Holt's Wharf, Kowloon, where it will be at Consignees' risk and subject to the Terms and Conditions of Storage at Holt's Wharf. The Cargo will be ready for Delivery from the Godown on and after 24th September.

All broken, chafed and damaged Goods are to be left in the Godowns, where they will be examined on any Tuesdays and Fridays between the hours of 10.45 A.M. and Noon, within the Free Storage period.

No Claims will be admitted after the Goods have left the Vessel's Godown, and all General Cargo remaining undelivered after the 30th September, will be subject to Rent.

All Claims against the Vessel must be presented to the Underwriter on or before the 14th October, or they will not be recognised.

No Fire Insurance will be effected.

BUTTERFIELD SWIRE, Agents.

24th Sept., 1929. [8404]

NORDEUTSCHER LLOYD, BREMEN.

THE Motorship "FULDA"

having arrived from BREMEN, HAMBURG and Ports, Consignees of Cargo are hereby notified that their Cargo is being landed at their risk into the Godowns of the Hong Kong & Kowloon Wharf and Godown Co., Ltd., Kowloon, where Delivery can be obtained.

Consignees are further notified that the Motorship "FULDA" has taken at HAMBURG and BREMEN Through Cargo for HONG KONG Ex S.S. "Boers," S.S. "Kona Suwara," S.S. "Ellen," S.S. "Maagartena," S.S. "Nina," S.S. "Bussard," S.S. "Pollex," S.S. "Baxa," from OSLO, STOCKHOLM, NORRKÖPING, GÖTTENBURG, WIBERG and KOTKA.

All Goods remaining undelivered after the 28th of September, 1929, will be subject to Rent.

No Fire Insurance will be effected by us in any case whatever.

Damaged Packages must be left in the Godown for examination by the Consignees and the Company's Surveyors, Messrs. Anderson & Ash at 10 a.m. on the 27th of September, 1929.

No Claim will be admitted after the Goods have left the Godown and all Claims must be presented within Two Weeks of the Ship's arrival here, after which date they will not be recognised.

Consignees are requested to surrender their Bills of Lading to the Underwriter for Counter-signature.

MELOCHERS & CO., Agents.

NORDEUTSCHER LLOYD, BREMEN, Hong Kong, 21st Sept., 1929. [8388]

DODWELL & CO., LTD.

NEW YORK BERTH.

FOR NEW YORK & BOSTON via SUEZ.

LLOYD TRIESTINO.

REGULAR MONTHLY PASSENGER AND FREIGHT SERVICE for BRINDISI, VENICE AND TRIESTE (PIUMBO). TAKING CARGO ON THROUGH BILLS OF LADING TO GENOA, ALL ITALIAN, ADRIATIC, LEVANT, BLACK SEA AND DANUBE PORTS.

PASSAGE RATES.

BRINDISI, VENICE & TRIESTE ... £76.0.0.
LONDON ... £83.0.0.

NEXT SAILINGS.

OUTWARDS FOR SHANGHAI, YOKOHAMA, KOBE AND MOJI.

From Hong Kong.
S.S. "ROSANDRA" ... Sails on/for about 1st Oct.
S.S. "ROMOLO" ... Sails on/for about 29th Oct.
S.S. "VENEZIA" ... Sails on/for about 7th Nov.
S.S. "TIMATO" ... Sails on/for about 26th Nov.

HOMEWARDS FOR BRINDISI, VENICE AND TRIESTE.

From Hong Kong.
S.S. "DUCHESSA D'AOSTA" ... Sails on/for about 5th Oct.
S.S. "ESQUILINO" ... Sails on/for about 15th Oct.
S.S. "ROSANDRA" ... Sails on/for about 2nd Nov.
S.S. "ROMOLO" ... Sails on/for about 30th Nov.

NATAL LINE OF STEAMERS

FROM CALCUTTA & COLOMBO TO SOUTH AFRICAN PORTS

S.S. "UMZUMBI" ... Sails from Calcutta 3rd Nov.

Regular Passenger and Cargo Service to South African Ports. Through Bills of Lading issued from Hong Kong.

For Freight or Passage on any of the above Lines, apply to:—

DODWELL & CO. LIMITED.

Telephone Central 1030. Agents.



Hamburg-Amerika Linie.

COMBINED FREIGHT AND PASSENGER SERVICE. CABIN CLASS ACCOMMODATION FOR 50 PASSENGERS.

FARE FROM HONG KONG TO GENOA—£70. 0s. 0d.

OUTWARD.

Sailings from Europe for Shanghai, Japan & Northern Ports:—

M.V. "DUISBURG" ... due here on or about the 28th Sept.
M.V. "BAUERLAND" ... due here on or about the 14th Oct.
M.V. "KULMERLAND" ... due here on or about the 28th Oct.
S.S. "FAARLAND" ... due here on or about the 10th Nov.
S.S. "AMMOV" ... due here on or about the 27th Nov.
S.S. "OLDENBURG" ... due here on or about the 27th Nov.

HOMEWARD.

Sailings for Genoa, Rotterdam and Hamburg via Manila, Singapore, Colombo & Port Said:—

S.S. "PREUSSEN" ... sailing from here on or about the 8th Oct.
M.V. "VOGTLAND" ... sailing from here on or about the 16th Oct.
M.V. "DUISBURG" ... sailing from here on or about the 30th Oct.
M.V. "BAUERLAND" ... sailing from here on or about the 14th Nov.
M.V. "KULMERLAND" ... sailing from here on or about the 28th Nov.
S.S. "FAARLAND" ... sailing from here on or about the 10th Dec.
+ Calling also at Marseilles.

For Freight, Passage and further Particulars, please apply to:

JEBSEN & CO.

12, Pedder Street.

Agents.

Tel. C. 4754.

HAMBURG-AMERIKA LINIE.

NOTICE TO CONSIGNEES.

THE Motor Vessel "VOGTLAND"

having arrived, Consignees of Cargo are hereby notified that their Goods are being landed and placed at their risk in the Hong Kong & Kowloon Wharf & Godown Company's godowns at Kowloon, where Delivery can be obtained as the Goods are landed.

Optional Cargo will be landed, unless Notice has been given prior to Vessel's arrival.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 24th September, 1929, will be subject to Rent.

All broken, chafed and damaged Goods are to be left in the Godowns, where they will be examined on the 23rd instant, at 10 a.m., by our Surveyors, Messrs. Goddard and Douglas.

All Claims must reach us before the 8th October, 1929, or they will not be recognised.

No Fire Insurance will be effected.

Bills of Lading will be countersigned by the Underwriter.

JEBSEN & CO., Agents.

Hong Kong, 17th Sept., 1929. [8383]

CONSIGNEES' NOTICE.

THE BEN LINE STEAMERS, LIMITED.

FROM MIDDLESBROUGH, ANTWERP, LONDON, STRAITS & MANILA.

The Steamship "BENNEBOCH"

CONSIGNEES of Cargo are hereby informed that all Goods are being landed at their risk into the hazardous and/or extra hazardous Godowns of the Hong Kong & Kowloon Wharf and Godown Company, Ltd., whence and/or from the wharves Delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 30th instant, will be subject to Rent.

All Claims against the Steamer must be presented to the Underwriter on or before the 14th October, 1929, or they will not be recognised.

All broken, chafed and damaged Goods are to be left in the Godowns, where they will be examined on the 23rd instant, at 10 a.m., by Messrs. Goddard and Douglas.

No Fire Insurance has been effected. Bills of Lading will be countersigned by GIBB, LIVINGSTON & Co., Ltd., Agents.

Hong Kong, 22nd Sept., 1929. [8308]

CHINA NAVIGATION COMPANY, LIMITED.

SWATOW, SHANGHAI & TIENTSIN	"SHANTUNG"	On 24th Sept.	8 a.m.
HONGKONG, SHANGHAI & BANGKOK	"KWEIYANG"	On 25th Sept.	10 a.m.
AMOI, SHANGHAI & DALY	"CHENAN"	On 25th Sept.	5 p.m.
SHANGHAI	"CHINESE"	On 27th Sept.	3 p.m.
SWATOW, SHANGHAI & TIENTSIN	"SUIYANG"	On 29th Sept.	8 a.m.
SHANGHAI	"KANCHOW"	On 29th Sept.	Noon
SWATOW & BANGKOK	"KAYING"	On 29th Sept.	Noon
SWATOW, AMOI, SWATOW & STONE	"ANKING"	On 30th Sept.	5 p.m.
SWATOW, SHANGHAI & TIENTSIN	"SUNING"	On 1st Oct.	8 a.m.
WUHAIR, CHEFOO & TIENTSIN	"KUBICHOW"	On 1st Oct.	11 a.m.
AMOI, SHANGHAI & DALY	"LINAN"	On 2nd Oct.	5 p.m.
HONGKONG, SHANGHAI & BANGKOK	"CHEKIANG"	On 4th Oct.	10 a.m.
SWATOW & BANGKOK	"KWANGCHOW"	On 6th Oct.	Noon
SWATOW, AMOI, SWATOW & STONE	"ANTUNG"	On 7th Oct.	5 p.m.
WUHAIR, CHEFOO & TIENTSIN	"HUICHOW"	On 10th Oct.	11 a.m.

SAILINGS SUBJECT TO ALTERATION.

For Freight or Passage apply to— BUTTERFIELD & SWIRE, Agents.

CARGO AND PASSENGER CAN BE INSURED AT THE OFFICE OF BUTTERFIELD & SWIRE.

AUSTRALIAN-ORIENTAL LINE, LIMITED.

"CHANGTE" & "TAIPING"

THREE NEW VESSELS MAINTAIN A REGULAR SERVICE FROM HONGKONG TO AUSTRALIAN PORTS

Through Bills of Lading issued to all Australian, New Zealand and Tasmanian Ports. EXCELLENT & MOST UP-TO-DATE FIRST & SECOND CLASS PASSENGER ACCOMMODATION. HONGKONG TO SYDNEY—19 DAYS.

STEAMERS	Days Home Koro	Days to Koro
CHANGTE	11th October	18th October

For Freight and Passage Apply to— BUTTERFIELD & SWIRE, Agents.

THE EAST ASIATIC CO., LTD. COPENHAGEN.

The M.S. "AFRIKA" loading on or about 26th OCTOBER

FORT SAID, ANTWERP, ROTTERDAM, AMSTERDAM, HAMBURG, COPENHAGEN AND OTHER SCANDINAVIAN & BALTIC PORTS.

SAILING LIST.

OTHER SAILINGS:— SHANGHAI, ETC. CONFIDENT, ETC. M.S. "Malaya" ... 21st Oct. ... 2nd Dec.

Optional Bills of Lading issued to United Kingdom Ports. For further particulars, please apply to—

JOHN MANNERS & CO., LTD.

MERCANTILE BANK BUILDING, Agents. Telephone C. 4071.

PRINCE LINE AUGMENTED SERVICE

SAILINGS EVERY 14 DAYS TO BOSTON AND NEW YORK

"CINGALESE PRINCE" ... Sept. 27th
"IMPERIAL PRINCE" ... Oct. 10th
"JAVANESE PRINCE" ... Oct. 24th

Excellent Accommodation for a Limited Number of Passengers at Moderate Rates.

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Telegrams: Furness. King's Building.

FRENCH MAIL STEAMERS

Sailings from Hong Kong:

To MARSEILLES via Saigon, Singapore, Colombo, Djibouti (Aden), Suez, Port-Said.	To Yokohama via Shanghai and Kobe.
SPHINX ... 24th Sept.	G. METZINGER ... 24th Sept.
ANDER ... 8th Oct.	ANDRE LEBON ... 8th Oct.
G. METZINGER ... 22nd Oct.	PORTHOS ... 22nd Oct.
ANDRE LEBON ... 5th Nov.	CHEVONCEAUX ... 5th Nov.
PORTHOS ... 18th Nov.	ATHOS II ... 18th Nov.
CHEVONCEAUX ... 3rd Dec.	D'ARTAGNAN ... 3rd Dec.
ATHOS II ... 17th Dec.	ANDER ... 17th Dec.
D'ARTAGNAN ... 31st Dec.	SPHINX ... 31st Dec.

We can issue Through Tickets to Egypt, Straits Ports, East Africa, Madagascar by Transhipment on Mail Steamers at Port-Said, or DUNKIRK.

For DUNKIRK via Port-Said, Oran, Casablanca, Hamburg, Rotterdam, (Antwerp).

For Full Particulars, apply to—

Cie. des MESSAGERIES MARITIMES, 2 Queen's Building.

ROYAL OBSERVATORY'S DAILY WEATHER REPORT.

SEPTEMBER 22, 1929.												SEPTEMBER 23, 1929.											
STATION	LOCAL TIME	BAROMETER AT SEA LEVEL		TEMPERATURE	HUMIDITY	WIND		WIND DIRECTION (true)	WIND FORCE (knots)	WIND FORCE (miles per hour)	LOCAL TIME	BAROMETER AT SEA LEVEL		TEMPERATURE	HUMIDITY	WIND		WIND DIRECTION (true)	WIND FORCE (knots)	WIND FORCE (miles per hour)			
		INCHES	MILLIS.			INCHES	MILLIS.					DIRECT	FORCE (knots)			DIRECT	FORCE (knots)						
Wladivostok	12	30.03	762.8	57	...	...	...	0	0	...	6	30.07	763.8	62	...	SE	2	...	...	...
Nemuro	11	29.98	761.5	...	...	WNW	1	...	...	...	5	30.13	766.5	...	...	...	0	...	...	...
Hokodate	...	30.00	762.0	...	...	SSE	1	...	...	...	...	...	...	...	...	...	0	...	...	...
Tokio	...	29.84	758.0	...	...	NW	2	...	...	...	...	30.02	762.5	...	...	NW	1	...	...	...
Kochi	...	29.78	756.5	...	...	NE	1	...	...	...	...	29.94	760.5	...	...	WSW	1	...	...	...
Nagasaki	...	29.88	759.0	...	...	NW	1	...	...	...	...	29.94	760.5	...	...	...	0	...	...	...
Kagoshima	...	29.82	757.5	...	...	ENE	1	...	...	...	...	29.92	760.0	...	...	NW	1	...	...	...
Oshima	...	29.84	758.0	...	...	NNE	2	...	...	...	...	29.88	759.0	...	...	...	0	...	...	...
Naha	...	29.84	758.0	...	...	N	2	...	...	...	...	29.88	759.0	...	...	NE	1	...	...	...
Ishigakijima	...	29.92	760.0	...	...	NNE	1	...	...	...	...	29.88	759.0	...	...	...	0	...	...	...
Bonin Island	...	29.84	758.0	...	...	SW	1	...	...	...	...	29.88	759.0	...	...	SSW	1	...	...	...
Chefoo	15	29.81	757.2	86	41	SE	1	b	b	...	6	29.82	757.4	72	81	S	4	b	b	...			
Shanghai	14	29.93	760.3	86	41	ESE	1	b	b	...	...	29.92	759.9	64	96	ESE	1	b	b	...	
Guthrie	...	30.00	762.0	78	61	ENE	1	b	b	...	7	29.99	761.5	71	85	SSE	4	b	b	...			
Sharp Peak	...	29.89	758.3	86	68	E	1	b	b	...	6	29.88	758.9	78	82	SE	1	b	b	...			
Amoy	...	29.95	760.7	86	76	SSE	4	b	b	...	6	29.85	758.2	78	96	ENE	2	...	...	...
Swatow	...	29.89	759.2	82	92	ESE	2	b	b	...	...	...	...	...	...	...	...	...	...	...
Taihouku	11	29.94	760.5	84	60	E	2	b	b	...	5	29.87	758.7	64	86	SSE	3	b	b	...			
Taihu	...	29.92	759.9	90	...	WNW	2	b	b	...	...	29.85	758.1	70	...	...	0	b	b	...
Tainan	...	29.89	759.3	75	...	NW	2	b	b	...	...	29.85	758.1	72	...	...	0	b	b	...
Kobun	...	29.91	759.6	84	...	NNE	2	b	b	...	...	29.86	758.4	72	...	NNE	2	b	b	...	
Pescadores	...	29.92	759.9	86	...	NE	4	b	b	...	...	29.85	758.1	75	...	...	...	...	...	...
Hong Kong	14	29.86	758.4	85	69	E	3	b	b	...	6	29.86	758.4	79	87	E	3	b	b	...			
Gap Rock	...	29.88	758.9	...	...	ENE	3	b	b	...	...	29.88	758.4	...	...	E	3	b	b	...
Macao	...	29.86	758.4	90	69	SE	2	b	b	...	...	29.82	757.5	79	91	SE	2	...	...	...
Hoihow	...	29.85	758.1	87	77	NE	2	b	b	...	...	29.85	758.2	80	85	E	2	b	b	...	
Pratas Island	...	29.84	757.8	84	81	SSE	6	b	b	...	7	...	...	...	...	...	...	...	...	...
Phulien	15	29.80	756.9	82	...	SE	4	bf	bf	...	...	...	...	...	...	...	...	...	...	...
Tourane	...	29.81	757.2	84	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Cape St. James	...	29.81	757.2	84	74	ENE	2	o	o	...	6	...	...	...	...	...	...	...	...	...
Basco	14	29.79	756.6	86	75	ENE	4	o	o	...	6	29.82	757.5	81	80	ENE	4	o	o	...			
Aparri	...	29.76	756.0	90	66	NE	1	o	o	...	...	...	...	...	...	...	...	...	...	...
Tuguegarao	...	29.74	755.4	86	63	W	2	o	o	...	...	...	...	...	...	...	...	...	...	...
Vigan	...	29.74	755.4	86	63	W	2	o	o	...	...	...	...	...	...	...	...	...	...	...
Manila	...	29.74	755.4	90	66	W	2	o	o	...	...	29.80	756.9	75	94	E	1	o	o	...	
Legaspi	...	29.73	755.1	90	69	ENE	4	b	b	...	...	29.78	756.3	79	91	NNE	2	o	o	...	
Calbayog	...	29.72	754.8	88	71	SE	4	o	o	...	...	...	...	...	...	...	...	...	...	...
Tacloban	...	29.69	754.2	86	71	W	4	o	o	...	...	...	...	...	...	...	...	...	...	...
Iloilo	...	29.72	754.8	86	65	NE	4	o	o	...	...	...	...	...	...	...	...	...	...	...
Cebu	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Cebu	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Surigao	...	29.69	754.2	86	75	N	0	b	b	...	...	...	...	...	...	...	...	...	...	...
Swamp	...	...	...	...	...	SE	2	o	o	...	5	...	...	...	...	...	...	...	...	...
Guam	12.23	29.74	755.4	...	...	...	2	o	o	4.22	...	29.78	756.3	...	...	SSW	2	o	o	...
Yap	11.00	29.74	755.4	...	...	SSW	2	o	o	...	5	...	...	...	...	...	...	...	...	...
Pelew	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Ponape	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Labuan	14	29.80	756.9	88	69	NE	2	b	b	...	6	29.94	757.9	76	94	SW	1	r	r	...			

September 23d. 10A. 30m.—Pressure is highest to the north of Hokkaido, and relatively low over the Visayas and the Pacific to the eastward.
Hong Kong rainfall for the 24 hours ending at 10 a.m. to-day, 0.60 inch. Total since January 1, 69.08 inches, against an average of 78.67 inches.

FORECAST FOR THE 24 HOURS ENDING AT NOON ON SEPTEMBER 24.

- 1.—Formosa Channel ... N. winds, moderate.
- 2.—South coast of China between Hong Kong and Lamock ... E. or variable winds, moderate; fair.
- 3.—Hong Kong to Gap Rock ...
- 4.—South coast of China between Hong Kong and Hainan ...

C. W. JEFFRIES, Director.

HONG KONG METEOROLOGICAL REGISTER.

Hong Kong Observatory, September 23

	Previous Day at 4 p.m.	On Date at 10 a.m.	On Date at 4 p.m.
Barometer	29.84	29.89	29.83
Temperature	84	83	84
Humidity	69	76	76
Wind	E	E	E
Direction	E	E	E
Force	3	3	2
Weather	0	0	0
Rain	0.00	0.00	0.00

Highest open-air Temperature, 23.86

Lowest open-air Temperature, 23.79

B=Blue sky; C=Cloudy; D=Drizzle; F=Fog; L=Lightning; M=Mist; O=Overcast; P=Passing showers; Q=Squalls; R=Rain; T=Thunder.

\$7.50

will keep you in touch with Hong Kong news for six months

AFTER YOU GO AWAY

and you will certainly want to know what is happening. Send an order for the Weekly Press to be sent to you. We, at 11, Ice House Street, will do the rest.

HONG KONG TIDE TABLE.

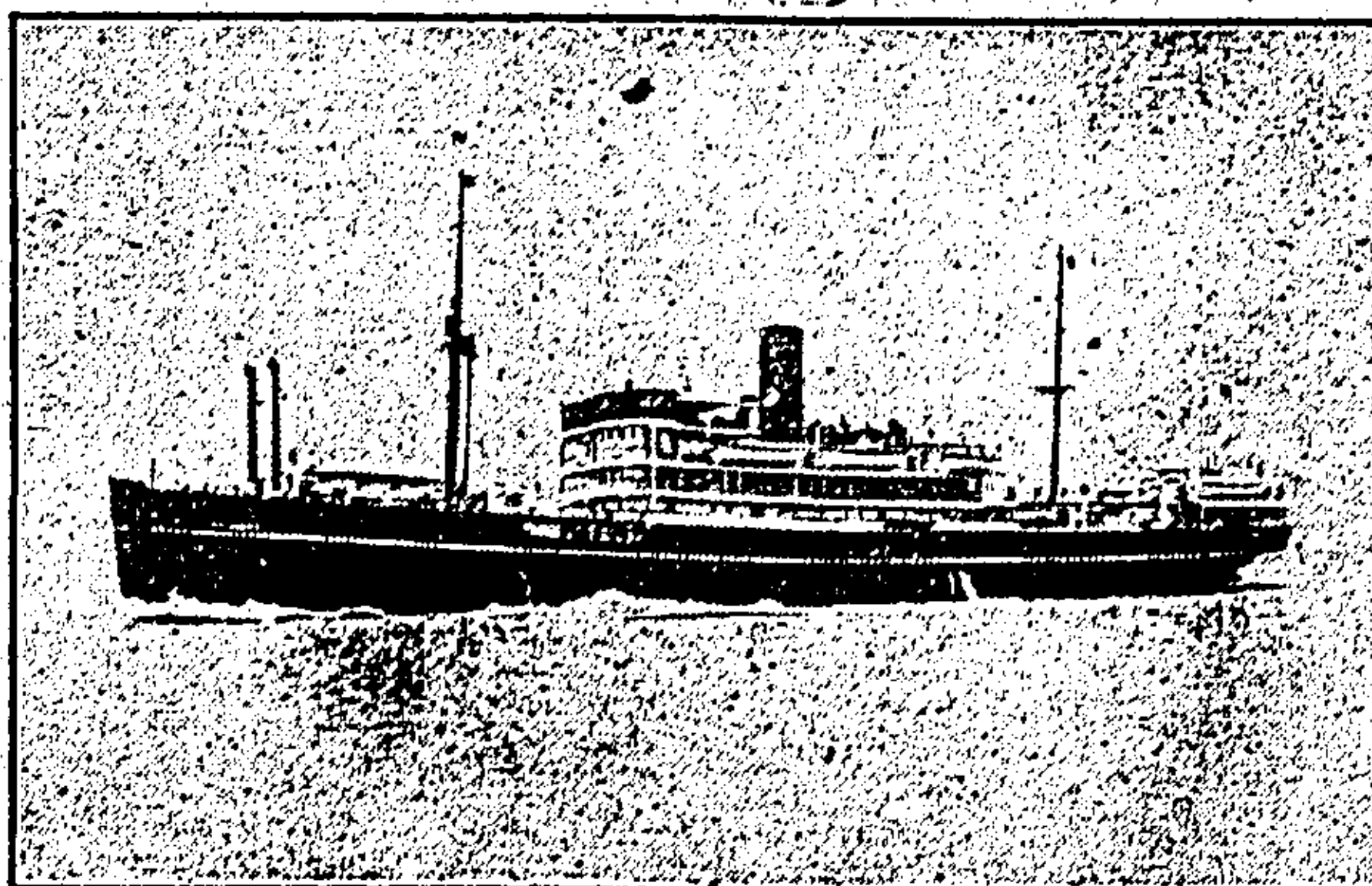
From September 24 to 30, 1929.

Day of Week	Date	HIGH WATER		LOW WATER	
		Time	Height	Time	Height
Tues.	24	h. m.	ft. in.	h. m.	ft. in.
Wed.	25	1 45	5 0	6 59	1 1
Thur.	26	3 51	4 5	6 30	4 3
Fri.	27	5 57	7 0	10 14	1 9
Sat.	28	8 03	7 1	12 14	1 8
Sun.	29	10 09	7 3	1 38	1 4
Mon.	30	12 15	7 4	3 44	1 5

THE HONG KONG & WHAMPOA DOCK COMPANY, LIMITED.

TELEGRAPHIC ADDRESS: "MANIFESTO" HONG KONG.
ORDERS USED: A1, A.B.O. Fifth Edition; Engineering: First and Second Editions; Western Union and Watkins, Benson's, Marconi.

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S.S. "CHANGTE"

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Please address enquiries to the Chief Manager,

R. M. DYER, B.Sc., M.L.N.A., Kowloon Dock, Hong Kong.

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

SAILINGS SUBJECT TO ALTERATIONS

To	STEAMSHIP	DATE
TSINGTAU via SWATOW & SHANGHAI	"HANGSANG" "CHAKSANG" "YATSHING" "KWAISANG"	Wed., 25th Sept., at 10 a.m. Sun., 29th Sept., at 10 a.m. Wed., 2nd Oct., at 10 a.m. Sun., 6th Oct., at 10 a.m.
OSAKA via AMOI, MOJI & KOBE	"YUENSANG" "SUISANG" "KUMSANG"	Thurs., 3rd Oct., at 10 a.m. Thurs., 17th Oct., at 10 a.m. Fri., 25th Oct., at 7 a.m.
SINGAPORE, PENANG & CALOUTTA	"HOSANG" "KUTSANG" "NAMSANG"	Thurs., 26th Sept., at 3 p.m. Fri., 4th Oct., at 3 p.m. Thurs., 10th Oct., at 7 p.m.
SANDAKAN	"HINSANG" "MAUSANG"	Wed., 2nd Oct., at 3 p.m. Thurs., 17th Oct., at 10 a.m.
TIENTSIN via WEI-HAI-WEI & NEWCHANG	"CHIPSING" "CHEONGSING"	Tues., 24th Sept., at 10 a.m. Fri., 4th Oct., at Noon

For Freight or Passage, apply to—

JARDINE, MATHESON & CO., LTD. GENERAL MANAGERS.

Telephone: CENTRAL No. 215.

GLEN LINE.

FARE: HONG KONG TO LONDON 282.

To LONDON, ROTTERDAM & HAMBURG via STRAITS & COLOMBO.

Motor Vessel "GLENPHIEL" (via Oran)	17th October
Motor Vessel "GLENLUCE"	30th October
Motor Vessel "GLENBEG"	27th November
Steamship "GLENIFFER"	25th December

To SHANGHAI, KOBE, YOKOHAMA & VLADIVOSTOK.

Steamship "CARNARVONSHIRE"	27th Sept.
Motor Vessel "GLENBEG"	13th October
Steamship "FEMERBROCKSHIRE"	25th October
Steamship "GLENIFFER"	8th November
Steamship "RADNORSHIRE"	25th November

For Freight, Passage and further Particulars, apply to

JARDINE, MATHESON & CO., LTD.

AGENTS: THE GLEN LINE, LTD.



FAR EASTERN PASSENGER & FREIGHT SERVICE

FARE FROM HONG KONG TO GENOA: Cabin class ... £73. Intermediate class ... £48. THROUGH BOOKINGS TO LONDON: Cabin class ... £80.

NEXT SAILINGS TO EUROPE:—

Express Freight S.S. "Frasen"	...	departure	15th Oct.
Express Freight S.S. "Fulda"	...	departure	19th Oct.
Express Freight S.S. "Main"	...	departure	8th Nov.
Express Freight S.S. "Thier"	...	departure	16th Nov.
Express Freight S.S. "Lahn"	...	departure	6th Dec.
Express Freight M.S. "Tava"	...	departure	10th Dec.
Express Freight M.S. "Koenigsburg"	...	departure	14th Dec.
Express Freight S.S. "Isar"	...	departure	4th Jan. 1930
Express Freight S.S. "Lippe"	...	departure	8th Jan.
Express Freight S.S. "Slaabroecken"	...	departure	11th Jan.
Express Freight S.S. "Alder"	...	departure	31st Jan.
Express Freight S.S. "COLENZ"	...	departure	6th Feb.

Passenger steamers sailing via Manila and Ports to Genoa, Rotterdam, Hamburg and Bremen.

Freight steamers sailing via Singapore and Ports to Marseilles, Rotterdam, Hamburg and Bremen.

NEXT ARRIVALS FROM EUROPE:—

SAILINGS TO SHANGHAI & N. CHINA (Passenger steamers) JAPAN (Freight steamers)

Freight S.S. "Main"	...	due here	5th Oct.
Pass. S.S. "THIER"	...	due here	22nd Oct.
Freight S.S. "Lahn"	...	due here	2nd Nov.
Freight M.S. "Koenigsburg"	...	due here	18th Nov.
Freight S.S. "Isar"	...	due here	30th Nov.

HONG KONG—NEW GUINEA

DIRECT SIX WEEKLY SERVICE FROM HONG KONG TO

RABUL, KULON, KALILI, WITU (PETER HBR.)

CARGO TO ALL OTHER PORTS IN THE MANDATED TERRITORY OF NEW GUINEA WILL BE ACCEPTED ON THROUGH BILLING WITH TRANSHIPMENT AT RABUL.

S.S. "BREMERHAVEN

